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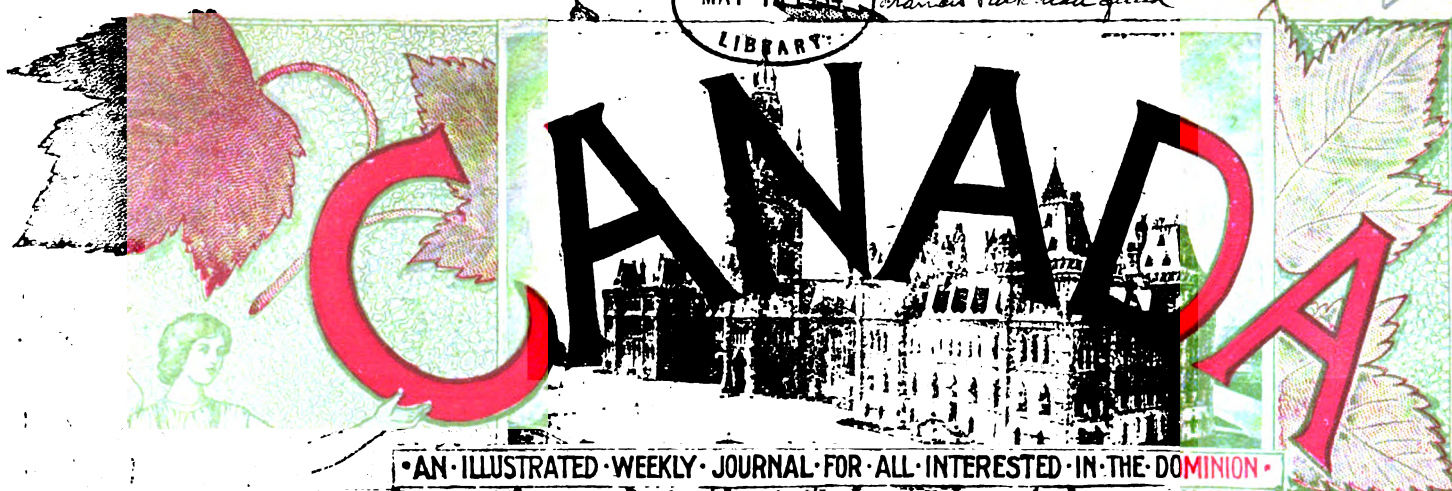
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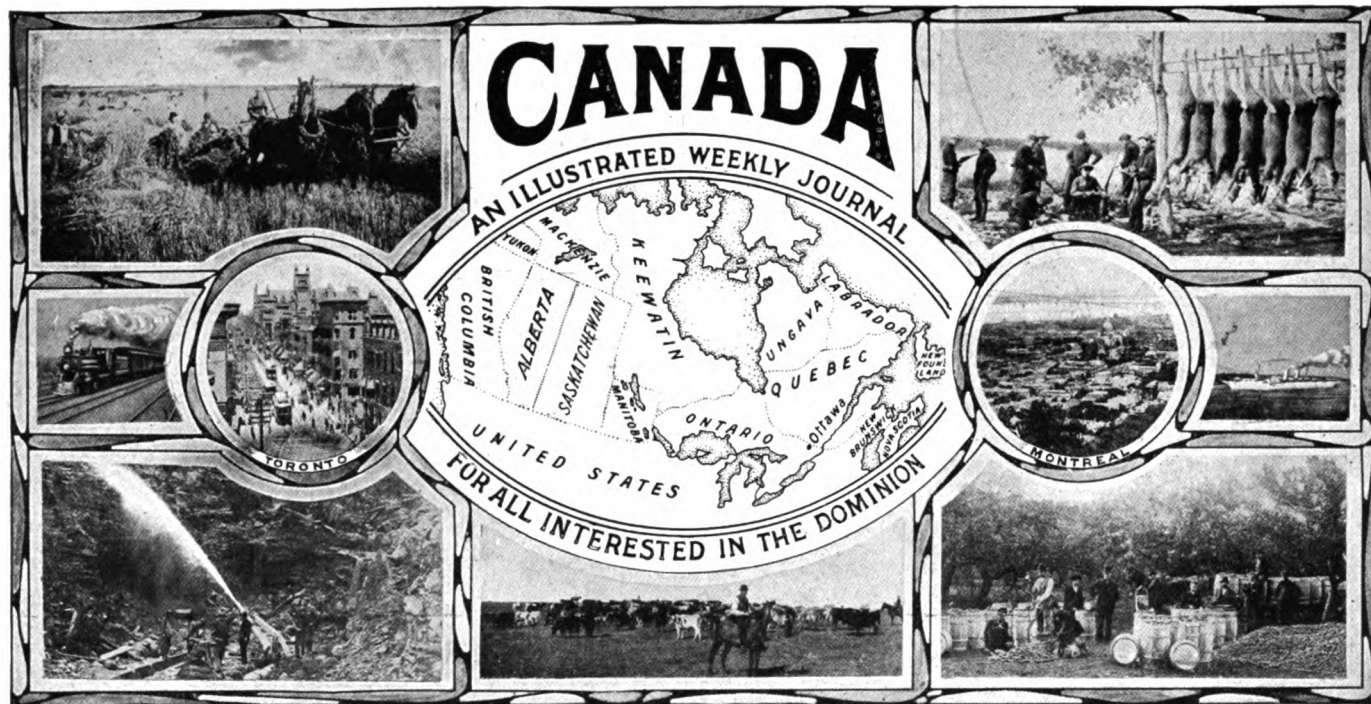
6^{D.} WEEKLY.



THE RIGHT HON. SIR WILFRID LAURIER, P.C., G.C.M.G., D.C.L., LL.D., K.C.,
Premier of Canada since 1896.



PCRB



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MR. BRYCE IN CANADA.

SPEAKING at the Ottawa banquet to Mr. Bryce, the first British Ambassador to the United States who has ever visited Canada in his official capacity, Sir Wilfrid Laurier seized the opportunity of supplying the guest of the evening with a little useful information in regard to the external relations of the Dominion. In the first place, he pointed out that Canada was no longer begging for trade favours at Washington. The "last pilgrimage" for that purpose had been made long ago—presumably in 1898, when the Joint High Commission took a last look at the mock-marble capitol. His straightforward denial should convince Mr. Root and the other Yankee politicians and political journalists, most of whom are sons of the border States, that the northward paths of commercial expansion are now closed to the United States, and that only the long-continued indifference of Great Britain to the proved facts of world-business (which is the basis of world-politics) can arrest the gradual diversion of all Canada's disposable trade into the great West-to-East and East-to-West channels which begin and end in the Mother Country, Canada's chief market. There is nothing new in these statements for those who know the position of the manufacturing industries of the Eastern Provinces. Any substantial measure of reciprocity with the United States would drive nearly every manufacturer in Ontario into bankruptcy. The information was not new to a single living Canadian; but it was probably news to

Mr. Bryce, who, in the near past, certainly believed that it was the "manifest destiny" of the Dominion to become an economic, if not a political, dependency of the Republic.

Secondly, Sir Wilfrid dwelt at considerable length on the mismanagement by British diplomatists of Canadian controversies with the United States. He criticised the policy of successive British Administrations, whereby interests of vital importance to the Dominion, in being or becoming, had been sacrificed in order to win the friendship of the Republic—a friendship which, in the opinion of all who know the mind of the masses in the States that lie behind the Atlantic façade, has not yet been won, and, if it were, would not be a realisable asset in the time of war. This policy of flattering the United States by undignified concessions is still, it is to be feared, in full force. For example, it is known that Sir Mortimer Durand, Mr. Bryce's predecessor at Washington, resigned his post because he thought the claims of justice should outweigh those of political expediency in questions affecting the interests of British North America, whereas the peace-at-any-price party now in power in Great Britain thought otherwise. Indeed, one of the chief reasons for Mr. Bryce's appointment was the pro-American colour of his mind, which has never at any time in his long political career been pro-British. A second case in point is the treatment of Sir Alexander Swettenham, who has been forced to resign his Governorship because of his attempt to maintain the dignity of the Crown in Jamaica. If Sir Wilfrid's little lecture, with its historical references, was taken to heart by Mr. Bryce, the latter's welcome visit to the Dominion will not have been paid in vain.

In his reply, the Ambassador said that he thought he could put a better appearance on the past doings of British diplomacy—but it was an ambassadorial function to preserve a judicious silence on such subjects. It was a pity that Mr. Bryce did not take up the challenge and give reasons for the faith that is in him. We have never disguised our opinion that the historical truth in regard to this old unhappy controversy lies midway between the views of those Canadians who seek in the past excuses for their failure to take up the full burden of self-defence in the present, and those who assert that the Mother Country has always done the best in her power to preserve the interests of British North America. It is true, unfortunately, that the future value of territories abandoned to the United States was not foreseen by the British treaty-makers. But were they in every case foreseen by the local-minded politicians who worked according to the right vouchsafed them in Upper and Lower Canada before and after the union? This at least is certain: that Canada would be to-day a petty river State on the St. Lawrence but for the fact that the

British fleet held the control of the sea during the Napoleonic tyranny and for many decades following. But for the fact that the British taxpayer did his duty by the unborn Empire, every inch of territory beyond the Great Lakes must have fallen to the United States. Canadians are too apt to talk as if Canada as it is existed a century ago. The truth is that a hundred years of naval supremacy has gone to the making of the Dominion as a trans-continental State, and it is possible to be grateful for the protection of the "meteor flag" during so many crises in the world's history without the slightest loss of national dignity. Indeed, no nation has a fitting sense of dignity which does not frankly confess its gratitude in such cases. It is a pity that Mr. Bryce, with his encyclopædic knowledge of the world's history, did not tell the true story and point its moral. It would have been the most brilliant indiscretion ever committed by a British Ambassador. Had he seized the opportunity, we should have freely forgiven all his pro-Boer speeches, and we know our compatriots well enough to believe they would have thought all the better of their guest.

NOTES OF THE WEEK.

The Half-way House.

Ontario, the half-way house to the West, seems to be getting its fair share of the growing influx of immigration into the Dominion. In 1897 the total number of immigrants was only 3,718; in 1906 it had risen to 57,744, of whom 34,138 were English, 7,103 Scotch, and 2,560 Irish. The great majority of these people found work at fair wages with the Ontario farmers, who find their arrival a great boon in view of the shortage of wage-labour, due to the combined force of the pull of the prairies and the attractions of the growing urban communities. In the past, much of the work of the Bureau of Colonisation has consisted in the settlement of disputes between farmers and immigrants. A proportion of the immigrants are unsatisfactory workers and chronic grumblers; on the other hand, there are not a few farmers who underpay and overwork the new comers, treating them in a way which the Canadian "hired man" would not tolerate for a moment. However, the Bureau, which is admirably directed by Mr. Thomas Southworth, generally manages to secure justice for both parties, and has done much to bring about uniformity of wages. The standard rates are now from £20 to £25 a year for inexperienced men, and £30 to £60 for experienced farm hands, together with board and lodging. There can be no doubt that young men with a little capital and no practical knowledge of farming would do well to spend a year or so working for wages in Ontario before heading for the West.

Available Lands in the West.

In presenting to Parliament last month the new Dominion Lands Act, the Hon. Frank Oliver, Minister of the Interior, pointed out that there still remains open for settlement in Manitoba, Saskatchewan, and Alberta, an area of about 80,000,000 acres within the region where agriculture can be profitably carried on. At present incoming settlers are looking only for the best, for land convenient to railway facilities, and which can be brought under cultivation with the minimum of expense; but beyond lie millions of acres of fertile prairie, which, although less valuable at present, will, in the course of time, be made of great worth as improvement and settlement progress. Drawing a line east and west across Manitoba at about latitude 52, and through Saskatchewan and Alberta at about latitude 55, Mr. Oliver calculated that between that dividing point and the United States border lies a total area of 175,000,000 acres, exclusive of water. Of this, 97,000,000 has already been alienated or reserved: 40,000,000 acres of it for homesteads and sales; 32,000,000 acres for railway land grants; and 25,000,000 acres for Indian reserves, forest reserves, the Hudson Bay Company, school lands, and Manitoba swamp lands. The main purpose of Mr. Oliver's Bill is to declare that the reservation which has hitherto lain on odd-numbered sections throughout the Prairie Provinces is now withdrawn, and that all odd and even-numbered sections of public lands stand together for disposal by the Government, and available to the first applicant. As all homesteading has been entirely con-

finied hitherto to what are known as the even-numbered sections, the announcement of the Minister of the Interior applies to 40,000,000 acres formerly held in the form of railway reserves, over which the Government has hitherto exercised no control. These lands are now free from the claim of any railway company or corporation, and the proposal of the Minister of the Interior is that, in addition to selecting 160 acres as a free homestead, each settler shall have the right to purchase another 160 acres at the moderate price of about three dollars per acre.

The New Labour Law.

The new Canadian Industrial Disputes Investigation Act, which formed one of the most important items of Ministerial legislation this session at Ottawa, has now passed into law, and will result, it is hoped in the avoidance of all strikes or lockouts which threaten the uninterrupted operation of industries directly affecting the general public. The measure has been subjected to considerable amendment in its passage through the Lower House, but the central principle remains, which forbids the cessation of work, whether at the instance of employer or employee, in any work of public utility until after a formal investigation has been made of the matters at issue. This inquiry involves the fullest publicity for all matters in dispute, and the recommendation of a basis of settlement. There is nothing in the statute binding the parties to the acceptance of the verdict, and after it has been rendered either is still free to terminate the relations of employer and employee if he sees fit, but the firm conviction of Canadian public men is that publicity and moral suasion will together result in the settlement of disputes before they have reached the stage of either a strike or lockout. If this expectation is not justified in the light of subsequent events, the Dominion Parliament will no doubt be found ready to go one step further in securing a recognition of the paramount interest of the public in the continuous operation of railways, telephones and telegraphs, light, heat, power, and all other services upon which the comfort, and perhaps the life itself, of the people depends.

Ample Work in the East.

Although the drift of Canadian immigration is to the fertile plains of the Far West, the demand for help in farming, manufacturing, and mining and related industries in the older provinces is such that newcomers will find ready profitable employment therein, and the Dominion Government is well advised in the steps it has taken this winter to meet the needs of Ontario, Quebec, and the Maritime Provinces in this respect. Initial measures, indeed, in the same direction, were taken last summer, and this season agencies have been appointed all over Canada for the purpose of distributing this labour to those points where it is needed most, and very many suitable places have already been obtained for immigrants desiring occupation in farm work.

Cheaper Passenger Rates.

The Board of Railway Commissioners for Canada, after a full review of the conditions existing on the railway lines of the Dominion, has issued an order which means that hereafter three cents per mile is to be the maximum rate that the railways will be allowed to charge on first-class passenger traffic east of the Rocky Mountains. Only two companies are thus far affected by the decision in question, the Grand Trunk and the Canadian Pacific Railway, but others have been cited to appear at Ottawa to show cause why their rates should not be lowered to the same standard, and it seems practically certain that the same rule will be applied to all. In many parts of the country the three-cent fare is now in force, but in others the railways have been collecting three and a half, and in a few instances four, cents, so it will be seen that the action now taken is one of very great importance to the travelling public in a country of such distances as Canada. Suggestions have been made that the rates should be brought down to the penny-a-mile basis that exists in the more populous parts of the neighbouring Republic, but this will not come about at present, as Parliament has no desire to subject the railway lines to a rate that they cannot afford to give at present.

The Need for Imperial Unity.

LORD CHARLES BERESFORD'S OPINION.

Lord Charles Beresford, the British Admiral, during his recent visit to Canada, made some interesting statements in the course of an interview he granted while in Winnipeg. After referring to the unprecedented growth and excellent prospects of the Dominion, he turned to the discussion of Imperial affairs. "In England" (remarked his lordship) "the feeling unquestionably is that the connection between the Mother Country and the Dominion, and, in fact, all the colonies, should be drawn closer. I have frequently expressed the conviction to large numbers of British people that the colonies are of more consequence to Great Britain than Great Britain is to the colonies. I have not anywhere in the colonies been able to find any traces of a feeling in favour of any change in the relations between the Mother Country and the colonies. If Canada should decide to break the connection between herself and the Empire, the tie would, of course, at once be broken. I conceive, however, that there is no one of the colonies in which the people are more attached to the Mother Country than they are in Canada."

Referring to Sir Charles Tupper's suggestion that the representatives in London of the colonies should be members of the Privy Council, and thus admitted to the councils of the nation, Lord Charles said that the idea was an excellent one. "We must" (he concluded) "get closer to the colonies. I believe that the proposal would be warmly received in all parts of Great Britain, and there is no reason why the suggestion should not be adopted. It would certainly tend to bind together more tightly the component portions of the Empire."

A DISPUTES COMMISSION.

The Adjustment of Canadian and U.S. Difficulties.

Much interest is sure to be manifested in the work to be done by a joint Anglo-American Commission, which, says Reuter's Washington correspondent, is to be appointed to discuss the existing differences between Canada and the United States with regard to water boundaries and fisheries questions. These matters include the control of the waters of the Great Lakes, the regulation of the use of the water of Niagara Falls for the supply of power, the navigation of the St. John's River, the use of the water of Milk River (which flows into Montana, U.S.A., after draining a part of Canada), and the whole subject of fisheries, not only on the Great Lakes, but also on the Atlantic and Pacific seaboard.

The Commission will also be empowered to draw up a treaty in connection with those questions, the unsettled state of which is causing no little discontent in the Dominion.

Pending the approval of the United States Senate, adds Reuter, it is possible that a modus vivendi may be reached by Mr. Bryce and Mr. Root in the near future.

Mr Sydney Buxton, M.P., the Imperial Postmaster-General, speaking at the opening of a new post office at Aberdeen recently, said that he hoped soon to come to an arrangement with the Dominion of Canada whereby their newspapers and magazines would go there at a cheaper rate than at present.

A STRANGE CARRIAGE TEAM.



Some time ago Mr. Thomas Johnson, a prominent Manitoba sportsman, and Mr. Joseph Carroll, his friend, made experiments with Elk in harness. These graceful animals, however, did not prove a great success as a carriage team. On one occasion they bolted and almost killed Mr. Johnson, who is shown in the driving seat in the picture.

From a Habitant's Note-Book

(By a Special Contributor.)



Civilities in War.

KNOX'S "Journal of the Siege of Quebec" tells of the chivalrous generosity of the parish priest of Chateau Richer in 1759, who only a few days after the incident in question was surrounded at the head of his parishioners, defeated, and killed by a detachment of Wolfe's army, while sallying out against the invaders. The priest had fortified himself, with about eighty of his parishioners, in a house a few miles east of the British camp, and one day, during a lull in the military operations on either side, the reverend gentleman sent a written invitation to the British

officer who commanded in a house in the neighbourhood, "to honour him with his company to dinner; with an assurance that he and any officer of his detachment who would be kind enough to accompany him, should return with the greatest safety," and adding "that, as the English officer fought for his king and for glory, he hoped he himself would be excused for fighting for his poor parishioners and defending his country." About two months before the decisive battle of the Plains, General Wolfe sent to the French officers some cases of liquor which he had taken from a captured French vessel, and shortly afterwards, the officers in question, not to be outdone in politeness, "sent, with their compliments, a few cases of wine for the General and the Admiral." And later on, when the British were in possession of the fortress of Quebec, and both Wolfe and Montcalm had yielded up their lives in the service of their respective countries, it appears by a letter of Colonel Bougainville, dated the 11th October, 1759, that he expressed his thanks to General Townshend for a loan of money, necessitated, he says, by the requirements of the wounded in his command, and which, under other circumstances, he should have deemed it indiscreet to ask. He also mentions that, having heard that Townshend was about to sail, and knowing that it was almost impossible to obtain fowls in Quebec, he sends a few for his acceptance.

A Prisoner's Letter.

Major Robert Stobo, a friend and comrade-in-arms of George Washington, when both were fighting for the British cause against the French arms in America, and who, under the name of Robert Moray, is the hero of Sir Gilbert Parker's "The Seats of the Mighty," was a prisoner of war in Quebec from 1755 to 1759. In a letter to George Washington dated "From my French Prison, Quebec, Christmas Day, 1755," Stobo furnishes an interesting glimpse of a portion of the French-Canadian society of Quebec of that period. "You, no doubt," he writes, "will be surprised to hear that the athletic French officer, Pean's friend, whom I purchased for forty pistols from the Mohawks, just as they were preparing to scalp him, has turned up in Quebec. Whilst I was here on parade, I used to meet him in the best salons, at Vaudreuil's, and at the petit-soupers of that charming little rascal, Bigot. His name is Duchesnay; he is Laird of a seigneurie facing Quebec. His manor at Beauport is within three miles of the city. It contains two budding beauties of uncommon promise. Gratitude made him extend to me in my wretchedness a helping hand; his doors were ever open to me. I sometimes wish I had never crossed the threshold."

Lady Shaughnessy, wife of Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, arrived from Montreal by the *Empress of Britain*, accompanied by Miss and Mr. W. J. Shaughnessy. Sir Thomas will also shortly be on a visit.

The Canadian Pacific Railway management does not contemplate removing its English port from Liverpool at present, neither does the company contemplate putting on steamers to run into Manchester.

THE IMPERIAL CONFERENCE.

Canada and Newfoundland's Representatives.

[Special to "CANADA."]

SIR WILFRID LAURIER is so well known to the British public that Canada's chief representative at the Conference which meets next Monday really needs no introduction to the readers of this journal. The fact that he has now been Premier of the Dominion for eleven years is a striking proof that the old saying about the "ingratitude of democracies" does not apply to the Canadian people. Indeed, it is a characteristic of Canadians to choose the

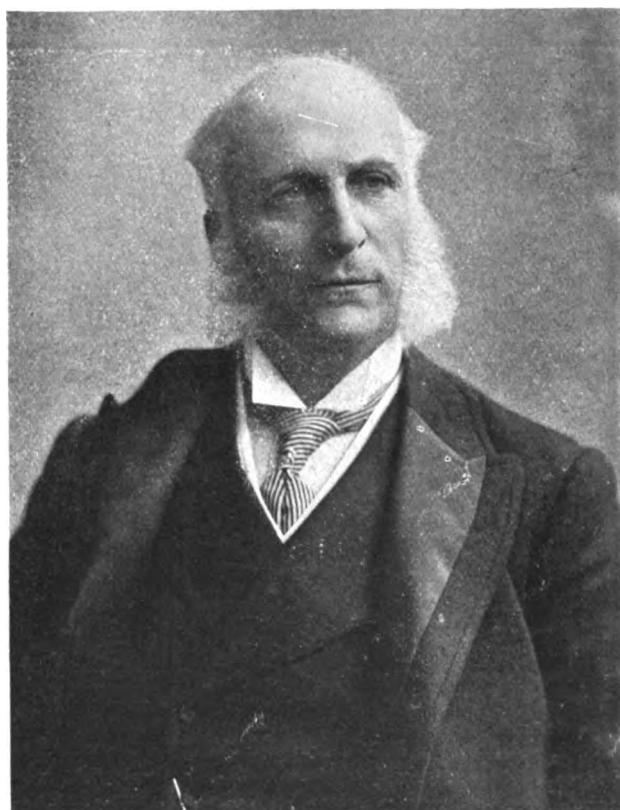
time when Sir Wilfrid Laurier was accused of 'veiled treason,' and a desire to break the Imperial connection. The charge was false, though it is still uttered by partisans. But there never was a time when Sir Wilfrid Laurier was not guilty of a discreetly-disguised Imperialism in his dealings with Quebec. Quebec is not yet converted to Imperialism by his splendid inconsistency. He sent a mere handful of townsmen to South Africa; he is neither for nor against the consolidation of the Empire. But, if Sir Wilfrid lives long enough, Quebec will become more than passively Imperialist. It may well be put that the next generation will be active in Imperialism." There is much truth in this appreciation of the fund of Sir Wilfrid's political influence among Canadians of his own race. In 1902 the state of Sir Wilfrid's health was such as to alarm his friends, but an additional five years of hard work has proved a complete cure, and to-day, though his 65th birthday is passed, he is as vigorous and alert as any member of the Canadian Parliament. Still, we hope he will not overwork himself during his stay in England, the climate of which often tries the strength of those accustomed to the more exhilarating atmosphere of Canada. The London day of a Premier attending the Conference would kill the average business man in a week. It is apt to begin at 7 a.m. and end at 1.30 a.m. Hundreds of letters, of which a large proportion must be answered, are received by him each morning, and the daily number of callers—some of whom are most persistent—generally runs into three figures. Sir Wilfrid's fund of nervous energy is probably equal to that possessed by any other two of the visiting Premiers, but he must not be allowed to dissipate it unnecessarily.

However, his four Ministers can be relied upon to look after the Premier with the greatest care. Of the Hon. W. S. Fielding, Minister of Finance, and Sir Frederick Borden, Minister of Militia and Defence, are well known and well liked in London. The former may be described as Sir Wilfrid's chief of staff. Mr. Fielding is one of those indefatigable, clear-headed, fair-minded statesmen which Nova Scotia, the best-educated Province of the Dominion, is constantly sending to Ottawa. His earlier years were devoted to journalism—in the opinion of the proprietor of a great London daily, "the best school of philosophy" in existence—which gave him a wide knowledge of men and matters. Mr. Fielding's chief characteristic is a keen sense of justice: he insists on hearing both sides of a question, and is never led to ignore the facts of a case because of political partisanship. No public inquiry in Canada was ever conducted with more scrupulous fairness than that of the recent Tariff Commission



THE HON. W. S. FIELDING,
Minister of Finance.

greatest man in sight for their leader, and to remain faithful to him as long as he keeps his faith in the people. To trust the people is the first axiom of the true Liberalism (which has little or nothing to do with party labels), and Sir Wilfrid has always borne that wise adage in mind. As a man, he is the pattern of old-world courtesy and wise geniality, and even his bitterest political opponents have an affectionate regard for him—just the same feeling which "Sir John A." had in the far-off days when Mr. Wilfrid Laurier, as he then was, led the Opposition in the House of Commons. His ideal of happiness has always resembled that of Edmond Scherer: "To work, to content oneself with a little, to lose without bitterness, to grow old without regret." No higher praise could be given to a Parliamentary Leader in the Dominion, where personal attacks are far too frequent in politics, than to say that he has kept this ideal throughout the stress and strain of public life. Sir Wilfrid has never lost his temper, and, what is even more, he has never lost his temperament. As an orator, his equal is not to be found in the whole world, for he is a master of the art in two languages, and those qualified to judge have not yet decided whether he is at his best in English or in French. A writer in the current issue of the *Monthly Review*, after pointing out that the great work of Sir Wilfrid's political life—the confirmation of the *entente cordiale* between British and French Canadians—may now be regarded as finished, goes on to say: "Sir Wilfrid Laurier, as a politician, is great because he can always rely on the support of the Quebec countryman. He is by far the greatest man in the world for that simple, subtle rustic. But as a statesman Sir Wilfrid is great—the greatest of all French Canadians that are or have been—because by slow degrees, diplomatically, with infinite pains, he is leading the *hesitant* into a higher plane of political thinking. There was a

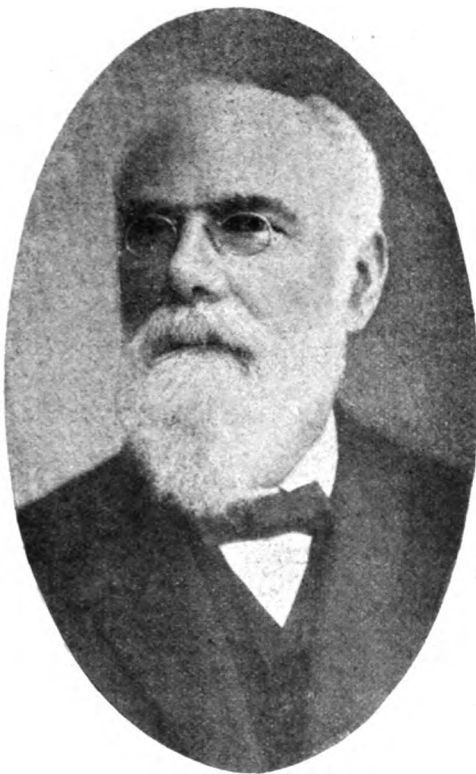


SIR FREDERICK BORDEN,
Minister of Militia and Defence.

over which the Minister of Finance presided, though he was accused on one occasion of "rank Chamberlainism." He is a strong advocate of Imperial Preference. The long and tedious task of revising the tariff has not diminished his alertness of body and mind. But for his white hair and beard, nobody would believe this tremendous worker was only two years short of sixty.

Sir Frederick Borden is certainly the best Minister of Militia and Defence Canada has ever possessed. He is nearly sixty, and, with the exception of a period of three years, has represented a Nova Scotian constituency in Parliament since 1874. He is industrious and efficient as an administrator, and the task of des-

patching the Canadian contingents to South Africa—a novel task for his Department—was admirably carried out. Since then he has completely reorganised his Department, appointed a Militia Council on the lines of the Imperial Defence Committee (on which he has been invited to sit upon visiting London), and has established a great national military camp. During his tenure of office the Canadian Militia has been enlarged and strengthened both as regards personnel and matériel, and, thanks to his efforts, every Canadian schoolboy will in the future receive a modicum of training so that he may be able to defend his country in case of need. He took the lead in relieving the Mother Country of her military responsibilities in Canada, and has plans for a Canadian Naval Reserve. His one delusion is the notion that the Monroe Doctrine—i.e., the United States fleet—is maintained for the defence of Canada against predatory Powers. But he is much too far-sighted to cherish that delusion much longer.



THE HON. WM. PATERSON,
Minister of Customs.

The Hon. William Paterson, the Minister of Customs, is a most conscientious administrator. Time was when ~~he was one~~ of the greatest speakers in the Liberal party, and the orator who, metaphorically, "struck Billy Paterson," found himself struck by a verbal tornado. But he is now sixty-seven years of age, and the joys of oratorical hard-hitting have ceased to be an allurements, though he can still, whenever necessary, make connection with the angle of an opponent's jaw. It is his function to keep on filling and refilling the money-box on which Mr. Fielding sits with an axe in his hand—to frighten away unwelcome claimants for Government subsidies. No man—not even Mr. Fielding himself—knows quite so much about the currents and eddies in the various streams of the world's trade.

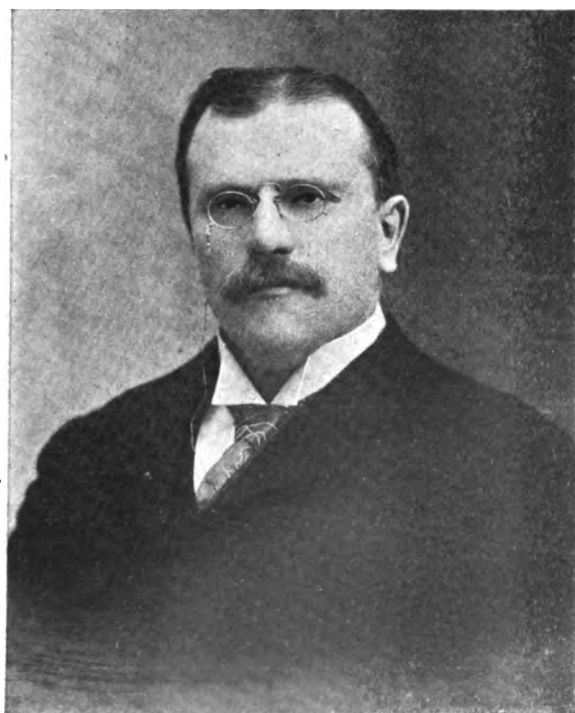
The Minister of Marine and Fisheries, the Hon. L. P. Brodeur, is not yet known in Great Britain. He is the baby of the Conference party, having not yet reached his forty-fifth year. He entered the House in 1891, and before his appointment as Speaker in 1900 he had a wide reputation at the Bar of Montreal, and was for a short time editor of *Le Soir*. When he was called to the Cabinet in 1904 he was given the portfolio of Inland Revenue, and at once evinced his capacity in the successful fight against the methods of the American Tobacco Trust in Canada. The sad death of Mr. Prefontaine paved the way for Mr. Brodeur's promotion to the portfolio of Marine and Fisheries, a sphere which gives opportunity for the great work of improving



SIR ROBERT BOND,
Premier of Newfoundland.

navigation on the St. Lawrence route. Though living most of his life among his own race, Mr. Brodeur has acquired a good working knowledge of English, and he is one of the most popular of members for his courtesy and affability to all who approach him.

With the Canadian party travels Sir Robert Bond, P.C., K.C.M.G., the Newfoundland Premier, whose policy of "ratification or retaliation" in the matter of the Bond-Hay Convention is now endorsed by the vast majority of Newfoundlanders. In the General Election the insular Conservatives were "snowed under," and with the departure of the Hon. A. B. Morine for his native Canada, Sir Robert is the one outstanding figure in Newfoundland politics. His opponents in the island speak of him as the "curled darling" of public life, which is really a compliment to his personal appearance. If a beauty show were organised for the visiting Premiers, he would have a very good chance of the first prize. He has great charm of manner, and has been a social success not only in London but also in Washington. Nobody has yet succeeded in marrying him; perhaps he has taken a vow of celibacy for the sake of his much-loved "sea-girt Devon." He is the descendant, by the way, of an ancient Devonshire family. There is no more charming sight than that of his unaffected courtesy towards his humble travelling companions on a journey, say, from St. John's to The Grange, at Whetbourne, where the best farm in Newfoundland is to be seen. He is tenacious of purpose, and it is certain that he will persist in his policy of retaliation until the United States Government does justice to Newfoundland by ratifying the Convention accepted by the late J. G. Blaine and his successors as Secretary of State.



THE HON. L. P. BRODEUR,
Minister of Marine and Fisheries.

THE HOME-LIFE OF THE CANADIAN GIRL.

PLEASURES OF TOWN AND COUNTRY.

BY TALBOT KINGSMILL MORGAN.

THERE is no doubt that when the question of migrating to a new country is discussed within the inner sanctum of the home circle, no one member's opinion is considered more seriously than that of the daughter of the house. And it is only natural.

A son can always and at any time, if the atmosphere surrounding the home be uncongenial, break away and seek other climes, while the daughter's world is, and must be for an indefinite period, within the walls of the home. What constitutes the world of her mother must also be her world, until such time as a visionary someone appears to provide a little sphere for her own special and individual use.

Consequently, it is to the girl of to-day in the old land, and to the mother of the girl of to-day who has always her daughter's interests at heart, that I wish to hold up Canada as a happy land in which to pass one's girlhood. Having but recently stepped beyond the outskirts of that blissful period, I can perhaps with unusual force make clear my enthusiasm. Furthermore, having a fair knowledge of the conditions of other countries, through travelling and close observation, as well as the most intimate comradeship with a number of girls of other lands, I can speak with a thorough knowledge of my subject in the way of comparison and contrast.

Perhaps the first consideration of a girl's existence is the all-important matter of health. It may possibly appear to be a broad assertion, but it is nevertheless true, that all Canadian girls are constitutionally strong. If one were to line up a score of daughters of the land of the Maple beside a score of girls of any other country, I am thoroughly convinced that the Canadian girls would shine out as examples of healthful, bright-eyed young womanhood. They are symbols of the country which gave them birth.

And, putting aside all matters of personal attractiveness, it has been repeatedly remarked that the Canadian girl's clear skin and rosy cheek is at all times detected in the United States. "Oh, you are from Canada, aren't you?" is the invariable salutation to the Canadian visitor; "I presumed so from your healthy complexion. How do you get such good colour and such plump cheeks?" And Miss Canada usually answers: "Primarily we get our rosy cheeks because of the fact that we are healthful. And secondly, we get our plump cheeks because of the fact that we are absolutely happy in the fullest sense of the word."

A Canadian girl's life is happy because it is perfectly free and untrammelled. True, Miss Canada is not allowed the absolute freedom of action which the girl of the United States likes to boast about. Moreover, from an innate comprehension of the eternal fitness of things, which comes to her as an inheritance of a British mother, the Canadian girl would not care for such absolute freedom. To her it lacks all elements of refinement, and she looks upon it as an impossible accessory to good breeding. Her natural modesty and reticence would make her shrink from creeping altogether from beneath the protection of the mother wing.

But, on the other hand, Miss Canada is allowed a freedom which to the girl of equal standing in England is unheard of. It is the natural pure freedom of a young country. A country where the atmosphere of youth and its wholesome and exhilarating attributes are intensified in all walks and conditions of life. It is the mainspring of our existence, and, in a great measure, what accounts for our unquestionable happiness.

During the long, golden summer Miss Canada scarcely knows what pastime and pleasure to choose first. There is tennis on the lawns within the grounds of the homes of her girl friends and within the walls of the girls' athletic clubs. Then there is golf

in the highlands and valleys on the outskirts of the cities, which, under natural conditions, and in view of the varying beauties of a Canadian landscape, is exceedingly pleasurable and exhilarating.

Miss Canada has always a natural love for the blue waters of our innumerable lakes and winding rivers. She frequently owns her canoe and sail-boat, which her parents keep in an accessible place in the city for use during the early spring and late fall days. In the summer it is sent to the summer residence.

This summer home is usually at one of the many watering places, Muskoka Lakes, Georgian Bay, St. Lawrence River, or perhaps some resort on the shores of the blue waters of the chain of Great Lakes. Here the Canadian girl lives a glorious life in the open. There are canoeing parties, fishing parties, sailing parties, and glowing bonfires on the sandy shores of the waters after the dusk creeps in.

When the autumn days draw in, the Canadian girl is not at a loss for pleasurable pastimes. And, by the way, could anything in any clime surpass the glory of a Canadian autumn? The fruit is hanging in tempting profusion from the drooping trees; the grapes in huge purple and opal bunches bear down the multitudinous vines—and every back garden fence in Ontario can boast of its grape vines.

It is during this glorious season that the Canadian girl draws on her stout boots and, in company with a group of friends, starts off on a jaunt into the country to gather autumn leaves and Canadian walnuts. You may see her any day, bright-eyed and blooming, covering the ground with easy graceful strides. And

ever and always there is that inevitable expression of happiness and sparkling health in her face.

In winter the Canadian girl reaches the climax of her happiness. There are skating parties and dances on the ice. Then there are sleighing parties and ice-boat parties. Every conceivable form of out-door enjoyment, for no Canadian can resist the charm of out-door life on a sunny, bracing, Canadian winter day.

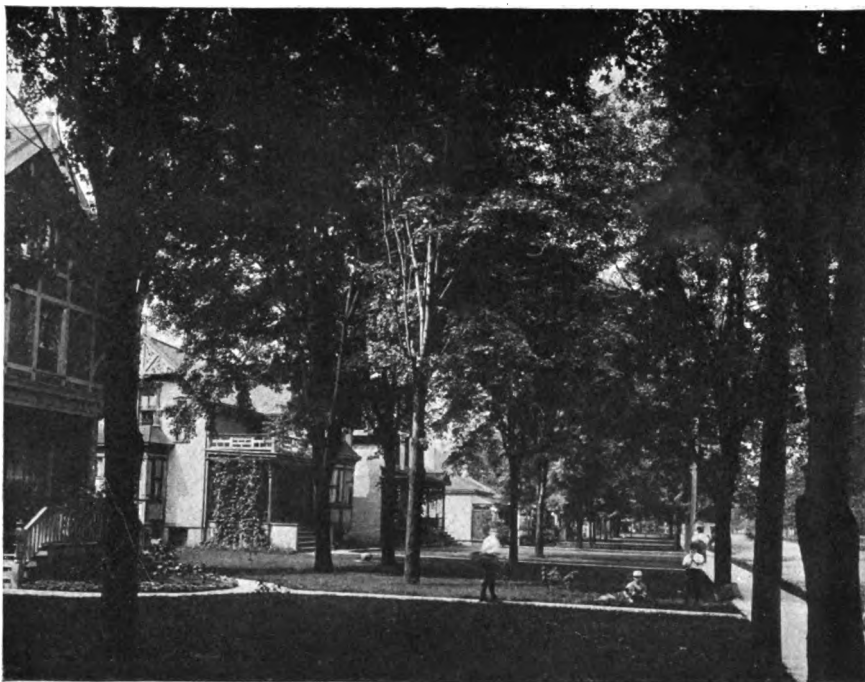
And then, lastly, come balls and bridge parties innumerable. The average Canadian society girl gives a secondary place to these, I venture to think, for she lives so much for her out-door sports, and is wise enough to know that persistent late hours play havoc with health and good looks. Should her fancy so incline, however, it would be possible to dance into the morning hours five nights in each week during the winter months, and between Lent and the hot weather, for the Canadian society season is the gayest of the gay, particularly in those towns or cities which hold a seat of government.

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FIRE AT MCGILL UNIVERSITY.

The engineering building of McGill University, Montreal, has been completely destroyed by fire, with a loss amounting to \$750,000 (£150,000). The building was the gift of Sir William Macdonald, and was considered to be one of the finest and best-equipped University buildings in the world.

Under the provisions of the new Act governing the granting of Provincial subsidies by the Dominion, of which notice has been given by Sir Wilfrid Laurier, the increases to the various Provinces, on the basis of the last census returns, will be as follows:—Ontario, \$789,485; Quebec, \$599,866; Nova Scotia, \$177,659; New Brunswick, \$130,000; Manitoba, \$142,550; British Columbia, \$215,000; Prince Edward Island, \$65,345; Alberta, \$48,329; Saskatchewan, \$136,210.



THE OXFORD STREET IN LONDON, ONTARIO, IS A RESIDENTIAL AND NOT A SHOPPING THOROUGHFARE.

Canada's Delegates to the Conference.

Departure from the Dominion.

Sir Wilfrid Laurier, the Premier of the Dominion, Sir Frederick Borden, Minister of Munia, and the Hon. Brodeur, Minister of Marine and Fisheries, left Canada last week for London to attend the Colonial Conference. The Ministers received a demonstrative send-off, and the House of Commons met at a later hour than usual in order to permit of the members bidding farewell to their colleagues.

In the absence of Sir Wilfrid, the Hon. W. S. Fielding, Minister of Finance, is leading the House, and Sir R. Cartwright, Minister of Trade and Commerce, is the acting Premier. Sir Wilfrid Laurier was very anxious to have had Mr. Fielding along with him to assist in the discussion of the preferential trade resolution, which is the most important question in which Canada is interested, but this was impossible. It is improbable that Mr. Fielding and the Hon. W. Paterson, Minister of Customs, will attend the Conference, as the progress of work in the House is unlikely to permit of this.

Countess Grey, Lady Morley, Lady Laurier, and Mrs. Brodeur are crossing in the same boat as the Ministers, and by the same train from Ottawa the Capitals Lacrosse Team started for England.

Sir Robert Bond, the Premier of Newfoundland, joined the Canadian Ministers on *Empress of Britain* at Halifax.

The St. John (N.B.) Board of Trade laid the following resolution before Sir Wilfrid as he passed through that town:—"That this Board of Trade is of opinion that Great Britain would best serve the commercial interests of the United Kingdom and her Colonies by establishing reciprocal preferential trade within the Empire whereby at all British ports British goods would be admitted at a lower rate of duty than foreign goods."

The Premiers' Engagements.

The following are some of the engagements of the Premiers during their stay in this country:—

- April 15.—Eighty Club Dinner, Holborn Restaurant.
- April 16.—Reception at Guildhall.
- April 18.—1900 Club Dinner, Albert Hall.
- April 19.—Pilgrim's Banquet, Savoy Hotel.
- April 20.—Prime Minister's banquet at 10, Downing Street.
- April 24.—House of Commons Luncheon, Westminster Hall.
- April 24.—Royal Colonial Institute Dinner, Metropole.
- April 26.—Mercers Company's luncheon.
- May 1.—London Chamber of Commerce.

May 2.—British Empire League.

May 3.—Inspection of Fleet, Portsmouth.

In addition to these, there will be special functions organised for the Canadian Ministers. During the visit to Portsmouth the delegates will inspect the *Dreadnought*, the dockyard, and other naval establishments. Seventy-five members of the House of Lords and three hundred members of the House of Commons have also been invited.

The nineteenth concert of the annual series that the Gaelic Society of London is giving in aid of its educational scheme, will be held this year on May 11, at the Queen's Hall, in honour of the visit to this country of the Colonial Premiers, many of whom it is expected will be present.

DEATH OF DR. W. H. DRUMMOND.

A Poet of French-Canadian Life.

We very much regret to announce the death of Dr. W. H. Drummond, whose poetry of French-Canadian Life, written in the French-Canadian patois, is almost as well known in England and America as in Canada. Dr. Drummond was a Scottish-Irishman by birth, being born in County Leitrim in 1854. His father was an officer of the Royal Irish Constabulary. Young Drummond left his native shores at an early age and, after studying medicine at Bishop's College, Lennoxville, entered into practice in Montreal, at the same time filling the chair of Medical Jurisprudence in the Medical Faculty at his old college. Dr. Drummond will, of course, be best remembered by his writings: some of his achievements in dialect verse, notably "The Wreck of the Julie Plante" and "The Papineau Gun," met with such general approval that they have come to be included in most important collections of American humorous verse. To commemorate the Diamond Jubilee of Queen Victoria, he wrote "The Habitants' Jubilee Ode," a fine expression of loyalty; and also wrote for Madame Albani a song—"Le Grand Seigneur"—which she sang during an American tour. His "Voyageur and other Poems" appeared a little more than a year ago. In this work the homely traits of the habitant, with his legends of old voyageurs and coureurs de bois, are faithfully depicted by what, for a Scottish-Irishman by birth, would be in any case a remarkable psychical and linguistic feat. But it is something more than that, for, like the creator of Hans Breitmann, with whose German-American dialect Dr. Drummond's French-American patchwork provokes comparison, Dr. Drummond showed that he had a vein of real poetry in him besides a strong gift of humour. He also wrote some satirical English verse, all of which showed exceptional talent. His death, which was due to paralysis, occurred at Cobalt last week.

Picture Puzzle Competition

A prize of One Guinea will be given to the reader who gives the most accurate titles to the pictures on page 16 of this issue.

We give below a list of questions dealing with the pictures. Competitors should cut out the coupon on page viii, sign their name and address, attach it to their replies, and forward it to the Editor of *Canada*, 34 and 35, Norfolk Street, Strand, London, W.C., to reach him not later than the 20th of April, marked "Picture Puzzle."

- (1) What is this procession?
- (2) What are these horns?
- (3) What is this machine, and what is it doing?
- (4) What is this church?
- (5) What is this pile of sticks?
- (6) Who worship at this shrine?

If none of our readers send in six correct answers, the prize will be awarded to the reader sending in the greatest number of correct answers.

Should more than one reader send in six correct answers, the first letter containing a full set of correct answers opened by the Editor on Saturday, 20th April, will be awarded the prize. The Editor's decision will be final.

Free Passages to Canada.

IMPORTANT NOTICE TO COMPETITORS.

We regret we are unable to announce the names of the winners this week of the Free Passages Competition, but the number of coupons that have been sent in have been so greatly in excess of the number that we anticipated receiving that the special staff that was engaged to deal with this competition has been quite unable to cope with the work.

As our readers will readily understand, it is a most difficult task to go through thousands of sets of coupons each containing answers to twenty-one questions, and discover from these which in the opinion of our readers were the most popular features in the paper during the seven weeks that the competition was running.

Every reply has to be tabulated in order to ascertain the number of votes each article, picture or letter has received.

We have, however, now definitely ascertained that we shall be able to announce the results in our next issue, dated April 20th.

IN NORTHERN ONTARIO.

A CANOE TRIP THROUGH A MAGNIFICENT COUNTRY.

By C. R. HAMILTON.

Part II.

TO those who appreciate Nature and the natural beauties that are found in a virgin wilderness, a more charming place than on this lake could not be found. The restfulness that comes over one while paddling over the tranquil waters is in itself one of the most delightful experiences that anyone can imagine. So much did we enjoy it that we camped at Wasaccinagama two nights and a day and explored the entire lake, finding the pools where the fish were most abundant. Early one morning we broke camp and proceeded on our route to Jumping Caribou Lake. The scenery on this water is somewhat different to the territory we

joyed the finest sport that it has ever been my privilege to see. The majority of strikes were small-mouth black bass, and none less than three pounds, while many of them tipped the scales over the four-pound notch. Their fighting qualities could not be surpassed, and a struggle was in store for the manipulator of the line every time he had one of these fine fellows hooked. To see them break water and jump clear out of their element several times while reeling them in would excite the temperament of one who was not an enthusiast.

After catching enough for luncheon, supper, and breakfast, we put back all we caught into the water, and in that six hours had fishing enough to last us for a season, even if we did not



A PORTAGE IN THE TEMAGAMI DISTRICT, ON THE GRAND TRUNK RAILWAY.

had been passing through, the formation of the shores is bolder and more rocky. We camped here on an island and found the bass fishing excellent. Moose abound in this locality, and it is a common thing to see them daily on the shores of the lakes during the months of July and August. Coming into this lake, we paddled to within a few hundred yards of a large bull up to his haunches in the water feeding on the lily pads. Only remaining one night on Jumping Caribou, we proceeded early next morning on our trip, going south for some distance, then turning due east until we reached the portage leading from this lake into a small winding stream. The portage at this point was probably the hardest on our trip; though only three-quarters of a mile, it was steep, but a good trail made it easier than we had counted on. Mann Lake was our next stopping place. We did not intend to pitch our tent on this lake, and had it not been lunch time we should have paddled through without knowing what we would have missed. Instead, however, we found a lovely spot on one of the many islands that stud this charming sheet of water and decided to have lunch.

While the guides were preparing the mid-day meal, the enthusiastic fisherman of our party, whose rod was the first in use at every lake, and whose line was the last one reeled in, was out in one of the canoes encircling the island we had landed on. Five minutes might have elapsed when a war whoop went up from our friend who had just landed a four-pound bass after one of the gamiest fights these voracious chaps can put up. That settled the matter, and instructions were given to the guides to pitch our tents there.

This was done, and we remained there twenty-four hours, during six of which we fished the cool, clear waters and en-

have any more luck. We tried several kinds of bait in this lake, and found the frog (a couple of which we picked up on the shore) the most appetising for the larger fish, but the ordinary "spoon" did the trick, and in many instances the bait was not more than ten feet from the canoe before it was taken with a rush, and we could see a dozen fish scurrying to get a chance at it. Our fishing at Mann Lake was mostly trawling, using a steel bass rod and oiled silk line. One of the party tried the fly, but did not meet with success, though he landed a couple in this way. Leaving Mann Lake, our route led to the south-west, and a portage of a quarter of a mile brought us into Morris Lake.

From Morris Lake two avenues open up for a tour with the same objective point in view—viz., the route lying to the south through Hanging Stone Lake and Red Cedar Lake to the Temagami River, thence north into Cross Lake, or by following the route taken by us (which was done on account of the limited time at our disposal) through Morris Lake, travelling almost due north to the extremity, where a portage of half a mile was made to Lake Lowry, another gem nestling in quiet confines, disturbed only by the song of the loon and the call of the moose. Crossing the lake to the north-east, we found two short portages on a narrow stream leading to Donald Pond. Here we rested on an island and had luncheon, after which our journey was continued over a half-mile portage to MacAdam Lake, another pretty sheet of water with shores lending dignity to the general scenic beauty that is found throughout this region. Two more half-mile portages from MacAdam Lake to Cross Lake were made, and this charming body of water, with lots of island scenery and beautiful shores devoid of marsh, is crossed to its

western shore, and we proceed up the western arm to Temagami Falls, the outlet to Lake Temagami. Temagami Falls is a swift rapid with a drop of several feet, and on which can be run the canoes, providing you have good guides that are familiar with the handling of the canoes in the turbulent waters. As our route was in the other direction, it was necessary for us to carry around this obstruction, the trail being but a short one. Next morning after breakfast, our equipment being packed, we started for the "Temagami Inn," distant about twelve miles, for the last stretch of one of the most enjoyable canoe trips that can be recommended.

with our neighbours, it will be matter for great congratulation, and for my part I shall be disposed to ask Parliament to erect a monument to his memory on Parliament Hill." (Cheers and laughter.)

Mr. Bryce, who was loudly cheered, said that the first thing that occurred to him when he was honoured, to his great surprise, by the offer of the post at Washington was at the earliest possible moment to pay a visit to Canada to learn for himself what were the wishes, thoughts, and feelings of the Canadian people. (Cheers.) He thought he could put a more favourable aspect on the history of British diplomacy on this continent than Sir W. Laurier had done, but he might reserve that for another occasion. (Laughter.) At home the great Colonies were now regarded as sister States.



EVENTIDE ON LAKE TEMAGAMI.

CANADA'S MESSAGE TO ENGLAND.

Great Speech by Sir Wilfrid Laurier.

"NO MORE PILGRIMAGES TO WASHINGTON."

The most-discussed speech for many a long day was the one delivered by Sir Wilfrid Laurier on the occasion of the banquet given by the Canadian Club at Ottawa in honour of Mr. Bryce, the new British Minister at Washington.

Sir WILFRID (according to an excellent summary of the speech cabled by the Ottawa correspondent of the *Times*) proposed the Ambassador's health, and in doing so remarked that Mr. Bryce had already turned over a new leaf in the history of British diplomacy on the continent of America. They had to realise that John Bull had not always done his full duty to his Canadian son. If they took all the treaties, from the treaty of 1783, which withdrew the boundary from the Ohio river, to the treaty of 1903, which gave away a good portion of Alaska, Canadians would not feel particularly cheerful about the way they had been treated by British plenipotentiaries. Mr. Bryce had done something new, something unprecedented in the history of British diplomacy on this continent. He had visited Canada. (Cheers and laughter.) It was the first time, as far as he knew, that his Majesty's Ambassador at Washington had visited Canadian soil. If his Majesty's Ambassador had visited this country before it had been as a meteor leaving no trace behind. Now that Mr. Bryce was here they wanted him to be informed of the wishes of Canada. Canadians had nothing but admiration for their neighbours. The relations between the two countries ought to be based on concessions, but the concessions ought not to be all on one side. (Cheers.) Twenty-five years ago Canada would have given her right arm to secure reciprocity, but that was now a thing of the past. In 1907 there was a changed condition of things.

"We are turning our hopes," said Sir W. Laurier, "towards the old Mother Land. We have introduced the doctrine and policy of preference to Great Britain and towards all the British Empire, and this is the policy by which we stand at the present time. (Cheers.) Not for my part that I do not value American trade; not for my part that I do not value all that we would have to gain if our relations were on a better footing. But this is a matter on which we shall have no more pilgrimages to Washington. This is the simple message I have to convey to your guest at the present moment. I know he will be a friend to Canada in the discharge of his duties, and if it be that the new leaf is to be continued in our relations

There was no difference between the two great parties in England upon the subject of the Colonies. "We all desire the same things," remarked the Ambassador. "We all desire those things with equal warmth and heartiness. We are all united in affection for our colonial brothers. We are all united in prizing our connection with them and their connection with us. We all desire that it shall be perpetuated. We are also united in recognising to the full that their self-government must be complete. We do not desire any change in the relations of the Mother Country to her sister States which would in the smallest degree diminish the responsibility of each State for its own domestic concerns, or the perfect freedom of every colony to manage its own domestic concerns as it thinks best." (Cheers.)

Mr. Bryce, proceeding, said that if there were ever to be closer connection between the Mother Country and the sister States it must be on the basis of equality of co-partnership. Nothing could be imposed from Great Britain; everything must come as much with the will of every sister State as with the will of Great Britain herself. "On that," said Mr. Bryce, "we in England are all agreed. I mention some common objects, not by way of exhausting them, I mention only such as more complete arrangements for common defence; better arrangements for diffusion to each part of the Empire of full and accurate information regarding the state of every other, and the legislation of every other; in some cases identical legislation upon certain objects upon which it is desired that legislation should be the same, as, for instance, questions connected with commerce; and that, I think, ought to be done, not by taking common legislative authority, but by getting each sister State to pass the same legislation if it is convinced it is for the common benefit."

MR. BRYCE AND CANADA.

Mr. Bryce, the British Ambassador at Washington, replying (says Reuter) at a banquet given in his honour by the Canadian Club of Toronto, to a remark made by the Hon. W. Mortimer Clark, the Lieutenant-Governor of Ontario, that he (the Ambassador) should take back to Washington the sentiment that what Canada had she would hold, asked the Canadians to suspend judgment on all questions in which it was alleged that British diplomacy had not done its best for Canada. In those matters Canada had only heard one side of the case, and he felt it his duty to Great Britain and the Government to say he believed that the Canadians were mistaken if they thought that British diplomacy was indifferent to Canada. The British people desired to secure justice for that country.

FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.



Ottawa.—Resolutions, urging upon the Dominion and Provincial Governments the necessity for adopting more effective measures for considering Canadian forests, were adopted at the recent annual meeting of the Canadian Forestry Association. The Convention urged the desirability of a more general interest being created in tree planting, especially on lands unfit for ordinary agricultural purposes; also, for further efforts to be made in this direction in the Prairie Provinces, and that special means should be taken to preserve forests on watersheds.

—The schedule of wages of conductors and motormen on the Ottawa Electric Railway has been raised, and the new schedule will come into effect on May 1. The rates are as follows:—1st year's service, 17 1-2 cents per hour for week days; 19 1-2 cents per hour for Sundays; 2nd year's service: 18 1-2 cents per hour for week days; 20 1-2 cents per hour for Sundays. 3rd year's service: 19 1-2 cents per hour for week days; 21 1-2 cents per hour for Sundays. All men employed on sweepers and snow ploughs will be paid at the rate of 20 1-2 cents per hour between 6 a.m. and midnight, and 22 cents per hour between midnight and 6 a.m., and on Sundays.

Toronto.—The Salvation Army has presented to the Provincial Government a scheme for the purchase of two hundred and fifty thousand acres in Northern Ontario for colonisation, the Government to grant easy terms of payment and to appoint experienced men to assist the Army in clearing the land and in teaching immigrants agriculture. The Provincial Government also intends to increase its grant of \$7,000 to the Salvation Army for immigration purposes to \$10,000. The Rev. Jesse Gibson, of the Dovercourt Baptist Church, has resigned his pastorate. He will assume a secretaryship in the Upper Canada Bible Society.

—Changes in the Public School Act to be made at the present session of the Legislature will embrace a movement to work the development of patriotism and the teaching of practical citizenship, rather than theoretical civics. The Hon. R. A. Pyne, Minister of Education, has decided that the department will supply every rural school in the province with a large flag, Union Jack, upon which will be emblazoned the Canadian coat of arms. Tenders will be called for by the government for flag poles and a pole erected in every school ground from which the flag will fly on all school days.

—The amendments to the Municipal Act desired by the City of Toronto and promoted by Mr. W. K. McNaught, have been taken up by the Committee of the Legislature on Municipal Law.

Trenton.—A report presented by the Hon. H. R. Emmerson, till recently Minister of Railways and Canals, shows that practically the whole route of the Trent Valley canal from Georgian Bay to Trenton is finally settled, and when finished will allow a continuous eight feet navigation from the northern to the southern outlet.

Fort William.—A company has made an offer to spend \$1,500,000 on dry docks here, and to employ 500 men if granted certain concessions.

—This place has been incorporated as a city.

Port Arthur.—The incorporation of this town as a city has taken place.

—The blast furnace in Port Arthur, which is now almost completed, is the most western of Canada's iron smelting plants. The blast furnace proper is an immense circular steel structure, with a refractory lining intended to resist the intense heat incident to the smelting of iron ore. It is supported by great cast iron columns, and stands nearly 175 feet from the ground, looming up in the distance as one approaches Port Arthur.

Brantford.—The City Council has passed a by-law abolishing the Assessment Commissionership. The old system of having two assessors will be reverted to.

St. Catharines.—The Rev. W. Wye Smith, the well-known Scottish poet and writer, has resigned the pastorate of the Congregational church. Advancing years and the need of rest are the cause, Mr. Smith having reached the four-score period in life.

—Mr. Edward McArdle has presented the city with a valuable site for a new hospital.

Hamilton.—The Bill to place the Beach under the control of a commission has passed the Harbour and Beach Committee. It was decided to ask the committee to change the name from Burlington Beach to Hamilton Beach.

Kingston.—At the annual meeting of the Kingston Reform Association Mr. John M. Mowat was elected president for the fourth time.

Ingersoll.—The Board of Trade have decided to ask that the Canadian Northern Railway Company be granted generous assistance by the Dominion and Provincial Governments in the construction of its line from Port Arthur easterly through districts not thickly populated. —A committee has been appointed by the Board of Trade to deal with a suggestion regarding the obtaining of the gift of a library from Mr. Carnegie.

London.—Mr. D. H. Maury, the consulting engineer of the city, recommends the provision of a new water supply at a cost of \$429,000, and \$32,000 a year for operation.

Berlin.—The town is likely to have a new rubber factory with a capacity of 5,000 pairs of rubbers per day. The United Empire Bank and the Dominion Bank are negotiating for premises to open in Berlin.

QUEBEC.



Quebec.—The Province of Quebec has passed a Bill granting a pension of \$300 a year to Mrs. J. W. Maxwell, the mother of the heroic schoolmistress who lost her life in the Hochelaga School fire at Montreal. The Premier of Quebec, in a letter of sympathy to Mrs. Maxwell, said:—"You will, at all times, I am sure, be comforted by the thought that your daughter died nobly in the performance of duty, and in saving, even at the sacrifice of her own life, the lives of the little ones entrusted to her care."

—Mr. Justice Lemieux has given judgment that the early closing law is quite constitutional, and must stand.

—Mr. A. G. Cross, K.C., of Montreal, Canada, is to succeed Mr. Justice R. N. Hall in the Court of Appeal for the Province of Quebec. Mr. Cross was called to the Bar in 1881, and has practised as a Barrister in the Montreal Courts.

—The Quebec Legislative Assembly has been prorogued with the usual ceremonies. During the Hon. Lomer Gouin's absence in Europe, the Hon. Adelard Turgeon, Minister of Crown Lands, will act as Provincial Premier ad-interim.

Montreal.—The city has had to give up medical inspection of schools owing to lack of money. This inspection has been in force three months, and \$3,000 was set aside for it, and yet over a hundred and twenty schools have had no medical inspection of the buildings or of the children.

—The Dominion Government have purchased the *Montreal Gazette* building for \$200,000, and it is their intention to erect on the site a new post office.

—The Canadian Club is raising a fund for the purpose of erecting a suitable memorial to Miss Sarah Maxwell.

—The citizens of Montreal have for a long time wished to see a permanent pier constructed at St. Helen's Island, and the Federal Government is now disposed to do this work.

—The resignation of Mr. Recorder Poirier, on account of ill-health, has been received. Mr. Poirier also resigns his membership on the Board of License Commissioners.

—The Montreal General Hospital building is to be demolished, and a magnificent new hospital built on the same location, at a cost of about \$500,000.

—Sub-Chief Tremblay, who was Chief of Police and head of the Ste. Cunegonde Fire Department before its annexation to the city, has been appointed to the position of Deputy-Chief on the recommendation of Chief Benoit. The Department has now 400 men on the strength.

St. Louis.—The Council of the Town of St. Louis has at present under consideration the offer of the Canadian Fire Engine Company, of London, Ontario, to establish their engine works and shops at the north end of the town. The company ask for a twenty years' exemption from municipal taxes, and undertake to employ at least one hundred men and to pay annually in wages \$75,000.

Hull.—The young women and married men of this town have sent a largely signed petition to the clerk proposing that the council should tax every bachelor over twenty-five £1.

NOVA SCOTIA.



Halifax.—The Provincial Government has been reconstructed on account of the appointment of the Hon. A. H. Drysdale, the Attorney-General, to the Supreme Court Bench. The Hon. W. T. Pipes, who for a year and a half has been Commissioner of Public Works and Mines, becomes Attorney-General, and the Hon. Christopher P. Chisholm, of Antigonish, who was a member of the Cabinet without Portfolio, is made Commissioner of Public Works and Mines. Mr. O. L. Daniels, of Annapolis, is taken into the Government without Portfolio.

—It is reported that the Government's Technical Education Bill which was introduced some days ago, is now to be abandoned for this session.

—The Chief Justice of Nova Scotia, Sir Robert Weatherbee, has sent in his resignation. The reason for this step is the failing health of Sir Robert. He has been on the bench for nearly thirty years, having been appointed in 1878. It is stated that Sir Robert will be succeeded by the Hon. A. H. Drysdale, the new judge of the Supreme Court.

—One hundred and twenty years ago there was a fort called Fort Hosterman, situated in the heart of what is now Halifax city. One of the buildings within the fort stands to-day, but from present appearances will soon be a thing of the past. It stands on Granville Street, between Freemason's Hall and Blowers Streets. It was the guard house in Fort Hosterman, and, although a small building, at one time sheltered several hundred French prisoners who were brought here from Quebec. Latterly the building has been used as a store-house, and very little but the shell remains.

Digby.—Judge Savary, of Digby, who has reached the age of 75, has resigned, and will be placed on the retired list.

removal of the American Consular Agency from this town, has been successful in his mission, and the Consul will remain in the capital.

—The Premier has informed the secretary of the New Brunswick Temperance Federation that the Prohibitory Act could not be properly enforced all over the province at present, and the Government would not be properly discharging its duty to the public if it invited the Legislature to pass a prohibitory law. The Minister stated that the Government proposed to appoint a Commission during the recess to visit Prince Edward Island with a view of looking into the working of the prohibitory law there.

St. John.—A company desirous of building a cold-storage plant here has obtained a site.

Campbellton.—The gas buoys which were used in the harbour have been replaced by six of modern type.

PRINCE EDWARD ISLAND.



Charlottetown.—In the Provincial Legislature a resolution has been passed recommending that the company organised to establish telephonic and probably telegraphic communication with the mainland by laying a combination cable under the Straits of Northumberland should be given a subsidy by the Federal Government.

—Engineers of the Public Works Department have reported to the Canadian Parliament on the proposed tunnel under Northumberland Strait to connect the provinces of New Brunswick and Prince Edward Island. They state that the project is quite feasible, and estimate the cost of carrying it out at \$15,048,200 for a tunnel 18 ft. in diameter and 7½ miles in length. Some years ago Sir Douglas Fox estimated the cost of a similar undertaking at \$11,262,500.

MANITOBA.



Winnipeg.—Dr. McInnes, M.P.P. for Brandon, is to be appointed Provincial Secretary and Minister of Education for the province.

—The Roblin has appointed Messrs. J. F. Menlove, Virden; E. B. Fisher, Minnedosa; and R. A. Bonnar, Winnipeg, to form an Insurance Commission to deal with companies doing business in the Province.

—A committee of leading citizens has been appointed to begin preliminary work in connection with the convention of the British Association for the Advancement of Science, which will be held here in 1909. The chief work of the committee will be that of procuring funds. They expect to receive \$25,000 from the Federal Government, \$5,000 from the Manitoba Government, \$2,000 from each of the western provinces, and \$1,000 from several of the western cities.

—Winnipeg fire insurance rates have all gone up 1 per cent. owing to the poor water supply for fire purposes.

Brandon.—The City Council has decided to enter the telephone system, which is being organised by the Government.

Emerson.—The Customs' returns here for March broke the record, and, as far as immigrants are concerned, the total value of settlers' effects passed through, including live stock, farm machinery, and household goods, was \$350,440.

Dauphin.—Alex. Bole, who lives near here, claims the record for trapping wolves during the past winter. He has 200 to his credit. Allowing \$200 for the skins and \$400 for bounty, the catch nets him \$600.

BRITISH COLUMBIA.

Victoria.—Mr. Robert A. Renwick has been appointed Deputy Commissioner of Lands and Works, in place of the Hon. W. J. Goepel, who has resigned. Mr. Renwick was formerly Government Agent and Assistant Commissioner of Lands and Works for the Nelson Division of West Kootenay, and is succeeded in that office by Mr. Harry Wright.

—Clergymen of the Province are asking the Legislature to amend the laws so that many may not be precluded from acting in different public capacities in the Province. The positions from which clergymen are disqualified at present from holding are the seats in the Legislative Assembly, and positions as returning officer, election clerks, poll clerks, mayor, alderman, or reeve or councillor, school trustee, superintendent, or inspector of schools.

—The estimates for the next fiscal year ending June 30, 1908, show that the estimated revenue exceeds by a considerable amount the receipts of the past year. Among the items making up the \$3,286,476 of estimated revenue, are the following items:—Land sales, \$300,000; land revenue, \$125,000; timber leases, \$85,000; timber royalties, \$750,000; free miners' certificates, \$50,000; mining receipts, general, \$110,000; revenue tax, \$190,000; real property tax, \$220,000; personal property tax, \$125,000; land taxes—wild land, coal and timber lands, \$135,000; income tax, \$100,000; mineral tax, \$150,000; tax on unworked crown-granted mineral claims, \$25,000; royalty and tax on coal, \$115,000. The estimated expenditure totals \$3,343,205, whereas the expenditure for 1906, the last fiscal year, was \$2,620,147. The items in which the principal increases are to be found are Civil Government salaries, \$294,420 against \$253,634; maintenance of public institutions, \$778,114, against \$157,822; education, \$470,465 against \$418,937; public works and buildings, \$532,000 against \$72,028; roads, streets, bridges, and wharves, \$623,700 against \$368,594; and surveys, \$50,000 against \$6,978; while \$21,840 is set aside for subsidies; \$5,000 for irrigation, and \$20,000 for contingen-

cies, for which no such provision was made in the 1906 expenditure.

—It is expected that the new C. P. R. hotel, the Empress, will be opened to the public on or about September 1 next. Mr. Stuart Gordon, formerly manager of the C. P. R. hotel at Banff, will be in charge.

—The salaries of eleven judges and junior judges in the county courts of British Columbia has been fixed by the Government at \$3,000.

ALBERTA.

Edmonton.—The Department of Agriculture has issued Press Crop Bulletin No. 1 for 1907, which indicates that the past season has been one of unparalleled prosperity for the Alberta farmer. The following are the averages in bushels of the various grains for Alberta, based on returns received by the Department up to date:—Spring wheat, 22.75; winter wheat, 23.34; oats, 40.82; barley, 29.04; flax, 10.14; rye, 22.61; speltz, 27.91.

—The Edmonton building total for January and February exceeded that of Winnipeg, and while it is not expected that the March total will do the same, yet the advance of \$27,000 over March of last year shows that the city is advancing in every way.

Lethbridge.—The contract has just been let for an addition of a third section to the new six-stall C. P. R. roundhouse here. The completed building will be able to accommodate eight locomotives at once, and will cost some \$75,000 or \$80,000.

Strathcona.—The Hon. J. Rutherford, the Premier, has announced that the Provincial University of Alberta will be located at Strathcona. A site has, however, not yet been obtained.

—It is stated that the C. P. R. will build a station, to cost \$60,000 instead of the \$20,000 building at first proposed, and that the roundhouse will be increased from six stalls to twenty. Sixty thousand dollars' worth of machinery for the new boiler building have arrived, and other big additions to the scheme at first proposed are contemplated.

Medicine Hat.—The assessment last year of the town of Medicine Hat was \$1,300,000. This year it is stated to be \$5,000,000.

Cardston.—A firm of this town has received a million-dollar contract in connection with the digging of the United States Reclamation Canal south of the boundary, from St. Mary's Lake, a distance of thirty miles. The quantity of earth to be removed is 20,000,000 yards.

SASKATCHEWAN.



Regina.—The Hon. Mr. Aylesworth, Minister of Justice, has given notice in the Federal Parliament of a resolution fixing the salaries of the chief justices of Saskatchewan and Alberta at \$7,000 each, and of the four puisne judges in each province at \$6,000 each. The eight judges of district courts in Saskatchewan and five in Alberta are each to receive \$2,500 per annum.

Moose Jaw.—Mr. Alex. Zess has just returned from Southern Alberta, where he purchased two or three cars of fat cattle for his own use. The price paid was 5 cents per pound, live weight. Until recently the price paid at Moose Jaw for fat cattle was 4½ cents per pound. For the next three months the price will not be less than 5 cents per pound.

Prince Albert.—The total assessment of the city for this year is nearly \$6,000,000, against \$2,000,000 last year.

—An unusually long and favourable season for logging operations enabled the different companies to make a record cut. Upwards of 60,000,000 feet of timber is ready, and the arrival of this at the city mills will ensure the operation of every piece of machinery at its full capacity for the next twelve months.

THE YUKON.

Dawson City.—It is stated that Mr. Ralph Smith, M.P. for Nanaimo, B.C., has declined the offer of the Commissionership of the Yukon, recently made to him by the Government. Reports are current to the effect that Dr. Thompson, M.P. for the Yukon district, will be offered the position.

Obituary.

The following deaths are recorded:—

Mr. J. D. Sullivan, Superintendent of the Halifax and South-Western Railway, one of Messrs. Mackenzie and Mann's Nova Scotian lines.

Mr. David Roberts, a prominent architect of Toronto, in which city many evidences of his artistic ability will keep his name in remembrance.

Baron Haliburton, of Windsor, Nova Scotia, a distinguished public servant. The son of Judge Haliburton, of the Supreme Court of Nova Scotia, better known as "Sam Slick," his lordship was born in the province in 1832. He was called to the Bar of Nova Scotia in 1855, but during the Crimean war joined the Commissariat Department of the British Army, and gave evidence there, and later, in Canada and in London, in junior appointments, of such powers of administration that in 1870 he was transferred to the Civil Service as an Assistant Director of Supplies and Transport. Eight years later he became Director of Supplies and Transport at the War Office, and in 1886 he was appointed Assistant Under-Secretary of State for War, ultimately becoming Permanent Under-Secretary of State for War in 1895, which appointment he held for two years. On his retirement he was raised to the peerage. He leaves no heir.

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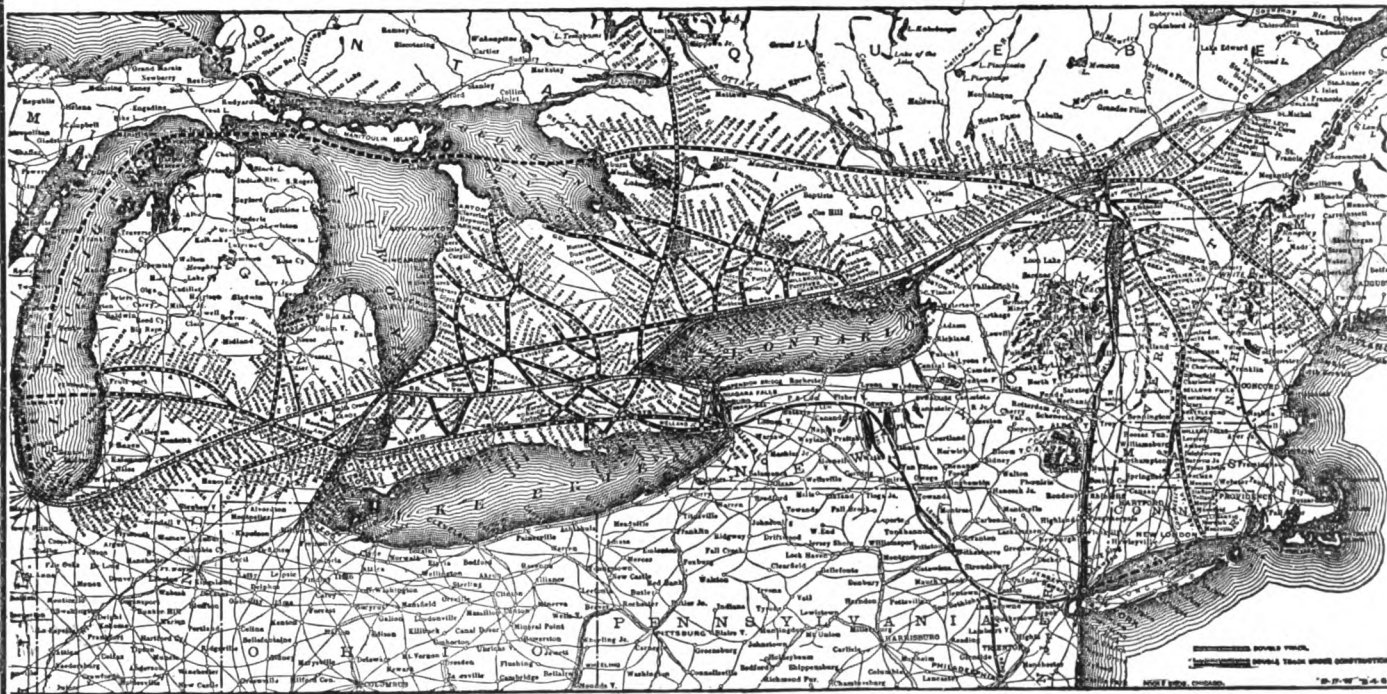
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GEMS OF CANADIAN SONG.

IV.

It has been said that foreign nations form a "contemporaneous posterity," and there is no denying that the judgment of France and Germany on living English poets has, much more often than not, anticipated that of their fellow-countrymen in the years following their death. For which reason it is pleasing—a white omen—to find that M. Davray, an accomplished French critic, has written a little guide to "La Littérature Anglo-Canadienne" (Paris; E. Sansot and Co., 1fr. 50c.) in which a number of Canadian poets receive a word of discriminating praise. Charles Heavysege, George Cameron, Dr. W. H. Drummond, Isabella Valency Crawford, C. G. D. Roberts, Archibald Lampman, Wilfrid Campbell, Duncan Campbell Scott, and Bliss Carman are those whom M. Davray chooses for commendation out of the long list of Canadian writers of English verse, the others being dismissed as "versificateurs insignifiants"—a summary dismissal with which few Canadian critics will agree. Of all the poets he names Bliss Carman seems to him by far the greatest. His poetical work is said to reveal "une des plus vigoureuses personnalités de l'heure actuelle, un poète qu'on peut sans témérité mettre au même rang que W. B. Yeats, Stephen Phillips, Arthur Symonds, Laurence Binyon, etc. Il se peut même que la postérité le classe plus favorablement encore." M. Davray, whose space is severely restricted, quotes the poet's "Daisies" as a typical specimen of the lyrics inspired by "le paysage de Nouveau-Brunswick qui le haute et l'inspire."

Over the shoulders and slopes of the dune,
I saw the white daisies go down to the sea.
A host in the sunshine, an army in June,
The people God sends us to set our heart free.
The bobolinks rallied them up from the dell,
The orioles whistled them out of the wood;
And all of their singing was, "Earth it is well!"
And all of their dancing was, "Life, thou art good!"

English readers must remember that these daisies are not the trim little prime little flowers of their level lawns. The Nova Scotian marguerites—is it not a beautiful world?—would be called dog-daisies in England. To forget this fact is to transmute a perfect little nature-picture into an unconvincing conceit. "Cet hymne," writes M. Davray, "est la saine chanson de la jeunesse ardente et vigoureuse livre d'espace, d'horizons immenses, impatiente des entraves, heureuse seulement en ses vagabondages par les contrées illimitées." Finally the critic compares the writer with the French poet Vielé-Griffin.

The happiest use of a Latin quotation must be placed to the credit of Mr. F. G. Haultain (for twelve years Premier of the North-West Territories), who is a good classical scholar. He was asked to attend a Burns dinner in the city which is now the capital of the province of Saskatchewan, and his reply was a line from the second book of the Aeneid:—"Infandum, Regina, jubes renovare dolorem?" One of the Scots who received the message at Regina expressed surprise that Mr. Haultain knew Gaelic. What Paddy Nolan thought of it all will never be set forth in print.

CANADIAN AUTHORS.

XIII.

Mr. G. B. Burgin, though not a Canadian by birth, has lived so much in the Dominion, and has so closely identified himself with the country in his novels that he must be included in any complete list of Canadian novelists. Moreover, as he declares, he "gets home-sick" for the Ottawa Valley every year or two, packs up at a moment's notice, and starts off for his legendary village of "Four Corners," which is a composite picture of all the Canadian villages he has ever known. As he says, "It is so good to get away from books, clubs, reviewers, and all the littlenesses which go to make up the literary life." In British Columbia once he was accustomed to go into a store and watch the miners make their purchases. The owner of the store took a fancy to him, and said one day: "Look here. You seem to have brains of a sort. Throw up this shiftlessness of writing books and come into my store, and I'll give you a hundred dollars a year and your board." To his infinite regret Mr. Burgin was forced



MR. G. B. BURGIN.

to decline this obliging offer, although he has since often wondered whether he was wise in doing so. We should say he would soon have made his "home-slaks" in the Pacific Province. He is a tremendous worker, runs at least a couple of complicated clubs, edits and sub-edits a whole gang of periodicals and series, writes novels and short stories, and at the same time keeps his eye on the cosmos generally. Here is a catalogue, complete up to the end of last week, of his chief novels:—"His Lordship and Others," 1894; "Dance at the Four Corners," 1894; "Tuxter's Little Maid," 1895; "Judge of the Four Corners," 1896; "Gascoigne's Ghost," 1896; "Old Man's Marriage," 1897; "Fortune's Footballs," 1897; "The Cattle Man," 1898; "Settled Out of Court," 1898; "The Hermits of Gray's Inn," 1899; "The Bread of Tears," 1899; "The Tiger's Claw," "The Person in the House," and "The Way Out," 1900; "A Son of Mammon," "A Goddess of Gray's Inn," 1901; "A Wilful Woman," "The Shutters of Silence," 1902.

The last-named story is perhaps his masterpiece; we have met Canadians who think it the best Canadian novel in existence, and bracket it with Sara Jeanette

Duncan's "Imperialist." The most fastidious of English critics had nothing but praise for the masterful style and truthful atmosphere of "The Shutters of Silence," a work of idealism wrought en plein air. But some of the characters in his other novels—for example, Old Man Evans and his mule, Miss Wilkes—are personages who take up lodgings in one's remembrance, and refuse to be evicted. Then Mr. Burgin has written five hundred short stories, though he admits that he cannot do these miniatures successfully when working upon the big canvas of a novel. All we have seen are readable, and several have the grip of a conte by Pierre Loti or De Maupassant. It is high time a collection of these appeared in book-form.

It is impossible in the space at our disposal to give a full account of Mr. Burgin's experiences and manifold activities. He seems to have had as many lives of adventure as a cat, and he is certainly capable of being in two places at the same time, like the bird of Sir Boyle Roche. He is, and has been, everything from a secretary to the Armenian Reform Commission to an amateur matrimonial agent. He has had typhoid, and is married. The British Columbia storekeeper ought to have offered him one hundred and fifteen.

A MIGHTY HUNTER.

Among big-game shooters all the world over—especially in Canada, which is now the sportsman's happiest hunting-grounds—the name of Frederick Courteney Selous is an household word, and a new edition of "A Hunter's Wanderings in Africa" will be widely welcomed. The work in question, the fourth edition of which was published in 1896, and is difficult to procure, gives in plain, straightforward diction a detailed account of the author's experiences as an elephant-hunter in the South African interior during the seventies, a period when game of all varieties was extraordinarily plentiful. The details of his "bag" between January 1, 1877, and December 31, 1880, are calculated to make the modern sportsman regret that the frontiers of civilisation have been pushed so far afield in the sub-continent, where the larger fauna seem now in danger of extinction. His list includes 548 head, among the entries being 20 elephants, 18 giraffes, 100 buffaloes, 13 lions, and so on. As often as not Mr. Selous hunted on foot with the crudest sort of weapons, he was always careful to give the quarry a sporting chance for its life, and he had many thrilling escapes, all of which are described in a matter-of-fact way, infinitely more telling than the heroic highfalutin' style of later visitors to South Africa. Indeed, he was a mighty hunter before the Lord So-and-so followed in his tracks with a costly outfit and a countless retinue and a waggon-load of ironmongery—to make a year's bag about equal to a week's work on the part of Mr. Selous and his fellow-pioneers.

Among the most popular "turns" at the London music-halls are exhibitions of tree-felling by the Australian champion, and of Australian "whip-cracking," in which the performer extinguishes a candle or cracks a wine-bottle with a 24 ft. stockman's whip. Why does not Canada produce a show of this kind? As axemen, Canadians should be the equals of their Australian cousins, the handy crook-handled Canadian axe being made to do the work of a complete box of tools. Then one sees extraordinary performances with the lariat on the ranches of Western Canada, and it is probable that a London manager would give a good salary to an expert exponent of rope-spinning and looping the loop. We hope that some Canuk who is "a good hand at using the rope" will before long give London a taste of his quality.

PURELY PERSONAL

Sir Wilfrid Laurier, the Canadian Premier, the Hon. W. S. Fielding, Canadian Minister of Finance, and the Hon. L. P. Brodeur, Canadian Minister of Marine and Fisheries, are to be entertained at a banquet in Paris on June 24 by the Managing Council of the Republican Committee of Commerce, Industry, and Agriculture. M. Doumergue, Minister of Commerce and Industry, will be in the chair.

The Royal Society of Canada passed a vote of sympathy and condolence with their Excellencies the Earl and Countess Grey on the death of their daughter, Lady Victoria Grenfell.

Mr. Keir Hardie, M.P., who has been ordered by his doctor to take a long sea voyage, is contemplating a tour in Canada and Australia.

Much sympathy will be felt on both sides of the Atlantic with Mr. William Mackenzie, President of the Canadian Northern Railway in the great loss he has sustained by the death of his eldest son, Mr. A. W. Mackenzie, the Treasurer of the Canadian Northern Railway. It was believed that young Mr. Mackenzie was recovering from an operation for appendicitis, but on Thursday of last week his father received the painful news by cable in London of his death. At once Mr. Mackenzie cancelled his engagements in England and started home by the Hamburg-American boat accompanied by Colonel Davidson.

The University of Toronto has decided to confer the degree of Doctor of Laws on Mr. Bryce, British Ambassador in Washington, and that of Doctor of Music on Lieut. J. Mackenzie Rogan, bandmaster of the Coldstream Guards.

Dr. J. George Hodgins, of the Ontario Education Department, has received from Lord Knollys a letter expressing the pleasure of the King at receiving a copy of the sixteenth volume of the educational records of Ontario, which Dr. Hodgins has sent to His Majesty. In preparing the educational records of Ontario for 1860 Dr. Hodgins devoted a special chapter to the visit to Canada of His Majesty, then Prince of Wales. Lord Knollys referred to this in his letter, saying that the King was "greatly interested in finding that the addresses which were presented to him when he visited the provinces, together with their answers, had been so carefully preserved."

The committee which is organising the arrangements for the Canadian dinner which is held annually in London in celebration of Dominion Day consists of Lord Strathcona, G.C.M.G., Mr. Cameron Alexander, Mr. Archer Baker, Mr. T. R. Clougher, Mr. J. G. Colmer, C.M.G., Mr. G. C. Cunningham, Mr. W. L. Griffith, Mr. C. A. Hanson, Mr. Beckett Hill, Mr. John Howard, Mr. J. B. Howard, Mr. Alexander Lang, Lieut.-General Laurie, C.B., Mr. K. N. Macfee, Mr. Donald Macmaster, K.C., Mr. C. A. Duff Miller, Mr. H. H. Norman, Sir Gilbert Parker, M.P., Dr. G. R. Parkin, C.M.G., Mr. Thomas Reynolds, Mr. Thomas Skinner, Mr. F. W. Taylor, the Hon. J. H. Turner, Mr. A. G. Wallis, Mr. J. Bruce-Walker, and Mr. Harrison Watson. The tickets (price 25s.) may be obtained from Mr. W. L. Griffith, 17, Victoria Street, S.W.

The Hon. Clifford Sifton, formerly Canadian Minister of the Interior, and Mrs. Sifton have been elected members of the Council of the Victoria League.

Sergt. W. H. Youhill, of the 90th Regiment, Winnipeg, will be unable to go to Bisley, and Corp. F. B. Fisher, 5th C.A., Victoria, comes on to fill up the vacancy. The loss of Sergt. Youhill is a serious blow. As second on the list and with a wide reputation as a cool, steady, reliable marksman, he was regarded as a mainstay in the contingent.

The honorary degree of Doctor of Medicine has been conferred upon Dr. Wilfrid T. Grenfell, C.M.G., by the University of Oxford in recognition of the splendid work he has done in improving the social condition of the Labrador fisherfolk.

Bishop Reeve, of Mackenzie River, intends to spend his furlough in Toronto, and while in the city will act as coadjutor to Archbishop Sweatman.

The Hon. A. C. RUTHERFORD.



The first Premier of the Province of Alberta is, like many other prominent men in the West, an Easterner by birth and education—one of Ontario's sons who years ago saw the possibilities of a career offered by the Western country and proceeded to turn those possibilities to good account. He was educated at Woodstock College and McGill University, at the latter of which institutions he graduated with the degree of Bachelor of Civil Law. Having arrived in the West, young Rutherford was not long in entering public life. His first speeches were made when standing for municipal representation in Strathcona, of which town he has been secretary-treasurer, and he at length became a member of the Legislative Assembly of the North-West Territories. When the territories were erected into two provinces a wider field was really opened to their public men and weightier responsibilities had to be assumed, and it was Mr. Rutherford who was selected by the Hon. G. H. V. Bulyea, the Lieutenant-Governor, as the fittest to bring the new province through the trying period during which it was, as one might say, "feeling its feet." How well Mr. Rutherford has performed his difficult task may be seen from the manner in which Alberta is progressing at present. Mr. Rutherford is at present spending a short holiday in London after attending the Federal Conference on Education.

Mr. Justice J. J. MacLaren has been elected a vice-president, and Messrs. Fulger, of Toronto, and Seth Leet, of Montreal, Councillors of the Sunday School Convention which has been meeting in Rome. Out of the thousand delegates who attended the Convention sixty were Canadian.

Mr. Thos. MacFarlane, Dominion Analyst, who has been twenty-one years in the public service, has been given leave of absence until November, when he will be superannuated. He will be succeeded by Mr. Anthony McGill, Assistant Analyst, who has seen twenty years' service.

Professor A. M. Soule, a native of Wentworth County, Ont., and a graduate of the Ontario Agricultural College, has just been appointed to take charge of the Agricultural work of the State of Georgia. A new agricultural college is being built at Athens in that State.

Dr. John F. Snell has been appointed Assistant Professor of Chemistry in the New Macdonald College of Agriculture at Ste. Anne de Bellevue, Quebec. Dr. Snell graduated from the University of Toronto in 1894, and then went to Cornell, where he obtained the degree of Ph.D. in 1898.

Dr. Charles A. E. Harriss, the well-known Canadian composer, was present by invitation at the unveiling of the bust of Orlando Gibbons in Westminster Abbey last week. Dr. Harriss was invited in order that Colonial music might be represented.

Mr. Austin Bothwell, of Perth, a student of Queen's University, Kingston, has taken first place in the modern school at Oxford University, which is equal to the historical tripos. His health, which had been somewhat undermined, has greatly improved.

Mr. Edward Blake, K.C., formerly Prime Minister of Ontario, and subsequently Leader of the Opposition in the Dominion House of Commons, and now a member of the Imperial House, is seriously ill.

The marriage has been solemnised of Captain O. G. V. Spain, Commodore of the Canadian Fisheries Protection Service, and Miss Bertha Murray, daughter of Mr. W. P. Murray, merchant, of Toronto.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

MONTGOMERY.—On the 11th April, at Montreal, the wife of Thomas James Montgomery, of a son.

PLUMPTRE.—On the 5th June, the wife of the Rev. H. P. Plumptre, of St. George's Church, Montreal, of a son.

MARRIAGES.

CURRIE-AITKEN.—At Hamilton, Ontario, on 14th May, by the Rev. J. K. Unsworth, Peter Smith Currie, of Brechin, to Mary, eldest daughter of David Aitken, master baker, Falkirk.

DUNLOP-CROKE-ROBINSON.—On the 16th ult., at St. Paul's Church, Vancouver, by the Venerable the Archdeacon of British Columbia, the Rev. D. Dunlop, B.A., to Gertrude Alice, eldest daughter of the Rev. George Croke-Robinson, M.A., late Vicar of Fawley, Berks, now of Chester.

DEATHS.

LIVINGSTONE.—At St. John, N.B., on 10th May, Margaret Ellen, in her 75th year, wife of Walter H. Livingstone, Kilsyth, Scotland.

TURNER.—At 192, Jarvis Street, Toronto, on the 12th May, Peter Turner (late Mannerston, Linlithgow), in his 80th year.

BURNS.—On the 7th June, at 20, Sinclair Gardens, London, W., Janet Elizabeth (Nettie), eldest daughter of the late Rev. R. F. Burns, D.D., of Halifax, Nova Scotia.

The Opportunities of British Columbia.

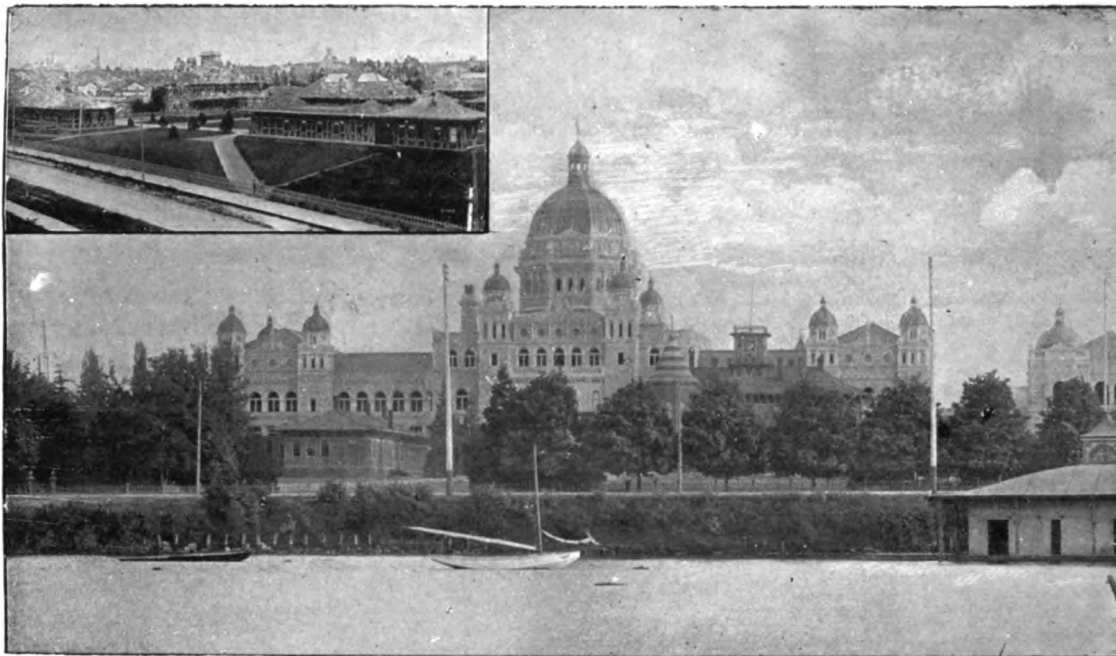
GLOWING TESTIMONY FROM A YORKSHIREMAN.

MR. W. G. WINTERBURN, M.I.N.A., who was for many years the general manager of the firm of George Fenwick and Co., Limited, engineers and shipbuilders, Hong Kong, and who contributed an excellent series of letters to the *Whitby Gazette* on the Far East, writes to that paper from Victoria, British Columbia, "giving such information as I have acquired during a residence of several months in this fair province."

It is from a somewhat different standpoint to that of the generality of immigrants I shall have to write (says Mr. Winterburn); my reasons for emigrating were different from those which actuate most people who change their location in middle life. After spending many years in tropical climes, the time arrived when I deemed it desirable to move to a temperate latitude. The Old Country would have been preferred, but I believe in the wider horizon and greater scope which the Colonies offer to the young, so, on my children's account, I decided to bring them up Colonials.

for a month or two later a "boom" spread over the real estate business, and values jumped up enormously. There seems to be no particular reason for the increase, for vacant sites are plentiful quite near to the centre of the city. An influx of capitalists from the Eastern provinces, however, caused a considerable demand for property, and, as most of it was held by people who had been waiting for a rise, and others were able to sell their residences at a good figure and move into places more to their liking, a considerable spurt in business resulted; but, judging from the rentals obtainable, the present prices of property are inflated.

Acreage within easy distance of the city has been, and still is, a great source of speculation. The soil is wonderfully fertile, and the scenery lovely, but the difficulty is lack of labour. One can purchase a fine estate for a comparatively modest sum, but it is almost impossible to get help to develop it. Farm labourers are wanted everywhere; if only some of the toilers on our inhospitable moor-edge farms could transport themselves and families here, they would not



GOVERNMENT BUILDINGS, VICTORIA, OLD AND NEW.

New Zealand would have appealed to me, but I knew little of the country, had never visited it, and the distance from the Motherland was great. Amongst all the British possessions, none appeared to offer so many advantages as British Columbia, and, as I already knew North America pretty well, the die was cast; and, with two state-rooms full of family, and twenty tons of furniture, I shook the dust of the Orient off my feet, and became a settler in the furthest West.

Victoria is a charmingly-situated city of about 20,000 inhabitants, on the southern end of Vancouver Island. It is an outpost of Empire, being the westernmost port of Canada, the broad Pacific lapping its shores whence one looks out over 4,000 miles of ocean towards far Cathay. The climate resembles that of the South of England, roses bloom in the gardens on Christmas Day; as I write, primroses are showing buds bursting forth, and nature preparing to welcome the spring. The principal streets of the city are well paved, shops contain high-class goods; in all directions are beautiful residences surrounded by well-kept gardens, and, generally, the tone of the place is that of well-to-do gentility. Victoria is a residential city, and the home of an increasing number of wealthy persons who have made fortunes in the North-West, and who desire to spend the evening of their days in a less rigorous climate than that of the prairies.

It is ancient, as Western cities go, being quite fifty years old; whilst Vancouver, its rival on the mainland eighty miles away, celebrates its twenty-first birthday to-morrow, and has attained a population of 60,000, which is growing by leaps and bounds, whereas that of Victoria progresses steadily. Seattle, the nearest American city of importance, is about the same distance off, in the State of Washington, has over 200,000 population, and is a much younger city than Victoria.

My intention had been to settle in Vancouver. I found, on arrival, that it was almost impossible to rent a house; the hotel rates were prohibitive for a family, and the boarding-houses would not take children. In this dilemma, I decided to buy a house which was approaching completion, and returned to Victoria to have a further look round there until the house was finished.

By this time I had changed my mind. Having come across inducements to settle in Victoria, I rented my Vancouver house the first day it was on the market at a rate which nets 9 per cent. per annum, and to-day I could sell it for \$1,000 more than I gave—and I paid full market value when I bought. This fact indicates the rate at which the city of Vancouver is growing.

Abundance of houses were to let in Victoria, and rents low—for this country. I, however, bought a property, and fortunately, so,

know themselves. Wages are high, food good and cheap, climate superb, and Jack as good as his master.

It certainly is difficult for sons of the soil to translate themselves to other environments. Having lived all their lives on one spot, and their forebears before them, they are not the most adaptable of colonists; consequently they often, with all the advantages of the new country, pine for the old. This is natural, and, therefore, it is advisable for the younger men to emigrate in preference to those more advanced in life. Here there is everything to appeal to the countryman; game abundant, from the lordly elk to the grouse and pheasant, which are plentiful and free to all to snoot; fishing in every lake and stream; good roads on the island for riding or driving; boating and yachting on lake and fiord; and society, though scattered, is sufficient, and thoroughly British, so that newcomers never need feel that they are in a foreign country, or amongst an unsympathetic people, as may occur on the other side of the line.

Since the imposition of the \$500 poll-tax on Chinese, those useful labourers are shut out of the country, consequently fruit rots for want of hands to pick it, farmers cannot reap their full complement of grain, wood is scarce and dear, because there are no lumbermen to handle it; and the salmon canneries pay fabulous wages to Chinese for their ephemeral labour. The country puts up with all this in order to preserve the land for the white man; and to the Anglo-Saxon in particular Canada holds out her hands in welcome.

Skilled labour is not so much wanted at present, though wages are high, and those in steady employment are exceedingly well off. The industries, however, are too few to guarantee regular work all the year round to ordinary artisans, and it is difficult for a man to get into a good position, however well qualified he may be, without local influence, which, of course, a new-comer cannot have.

Domestic servants are wanted everywhere. No useful girl need be a day waiting for a place; wages in this branch are better than in any other, because the girl only has clothes to buy, and thus the greater part of her earnings are available for the "bottom drawer." Nothing less than £3, and up to £5, per month, has to be paid for one. Good mechanics get from \$3 to \$4 per day, and as a man with two or three children can live in comfort on \$50 per month, a very good margin is left to provide for a rainy day.

Working-men mostly own their houses, but, whether they do or not, they always have a garden, bath-room, hot and cold water, electric light, and such other conveniences which a generation ago were obtainable only by the wealthy.

CANADIAN INVESTMENTS

No. 6.

**BONDS,
DEBENTURES,
MORTGAGES,
REAL ESTATE.**

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" will publish each month Special Articles dealing with these matters, which we trust will be of use and value to our readers.

Great Canadian Industrials.

A CHAT WITH MR. FREDERIC NICHOLLS.

(Special to "Canada.")

ONE of the most active and prominent men connected with the industrial progress of Ontario is Mr. Frederic Nicholls, an Englishman by birth, and now one of the leading citizens of Toronto. The list of important enterprises with which Mr. Nicholls is connected is too long to quote, but among those with which the British investor is best acquainted may be mentioned the Electrical Development Co. of Ontario, the Canadian Bank of Commerce, the Canadian Northern Railway, the Canadian General Electric Co., the Crow's Nest Pass Coal Co., and the Dominion Iron and Steel Co.

During his short visit on this side Mr. Nicholls, who as General Manager of the Canadian General Electric Co., controls the most important industrial undertaking of its kind in the Dominion, paid a visit to Germany in the interests of his company, and it was only on the eve of his return to Canada last week that our representative was able to have a chat with him in his rooms at the Savoy Hotel.

The great prosperity of the Dominion in general, and of the big undertakings with which he is prominently connected, seem to be reflected in the alert and genial bearing of this successful captain of industry.

Our representative asked him in which of his many enterprises were English investors most largely interested. "Well, of course, we have a number of shareholders on this side in the Canadian General Electric Co.; they probably hold shares of a value of a quarter of a million sterling, on which they are receiving steady 10 per cent. dividends."

"I see in the Canadian papers that this company has been supplying some very heavy machinery to the Canadian railways," remarked our representative.

"Yes, the Canadian Foundry Co., which is included in the Canadian General Electric, is turning out big work, and is absolutely full up with orders. Recently we sent over the manager of our purchasing department to England to see some of the largest firms."

"Then you don't buy only in the United States?"

"No; what we cannot make ourselves we prefer to purchase over here, when we can."

"There are other Canadian Industrials dealt with on the London Stock Exchange with which you are connected?"

"Yes; for instance, the Electrical Development Company of Ontario, which has many of its bondholders on this side."

"I think that the readers of *Canada* know a good deal of this company already, for some of the most striking photographs we have published were views of the immense dams and wheel-pits on the bank of Niagara. Is it your company which discharges all the water it uses right back into the middle of the falls?"

"Yes; that is the Electrical Development Company's plant that you refer to. All the great turbines and generators were constructed by the Canadian General Electric Co., and in spite of the magnitude of the undertaking, which was the biggest instalment of its kind ever made in Canada, the plant has run perfectly from the first without a hitch."

"What is the available capacity of the plant at present?"

"The present machinery has a capacity of 60,000 horse-power. It is only half the capacity arranged for, as we look forward to an ultimate output of 125,000 horse-power."

"What is the outlook for the company?"

"Most satisfactory. There are several very large consumers of electricity with whom we have made contracts, such as the Toronto Railway Company, the Toronto Electric Light Company, the Niagara, St. Catherine's, and Toronto Railway Company, and others, which will take sufficient power to make our earnings cover all our fixed charges. There are within easy reach of the Falls a great number of industrial plants which will find it

more profitable to use electricity than steam, and will largely increase the demand for our power."

"The bonds of a great hydro electric enterprise such as this would appear to be one of the safest forms of industrial investments, Mr. Nicholls?"

"One might almost say nothing could be safer. After the first expense of installation the running expenses are comparatively small, and subject to few fluctuations. We are producing power, light, and heat—the daily bread of every industry—at the lowest possible cost. At the present price the Electrical Development Company's bonds show a return to investors of 6 per cent."

"Are there many other equally attractive investments of this nature available for the English investor?"

"At the present time," replied Mr. Nicholls, "Canada offers the investor the best opportunity in the world to obtain a good return, with absolute safety, on his money. Canada is almost too prosperous. The rapid increase of population and the prosperity not only of the farmers, but of all manufacturing interests, is calling for money in every direction for growth and expansion. Of course, in a new and young country we have to look outside for fresh capital, and, as I said before, we can offer British investors better returns and greater security than, I believe, he can get to-day in any other part of the world."

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Attractive Industrial Investments.

THE ADVANTAGES OF HYDRO-ELECTRICAL ENTERPRISES.

One very rapid development in Canada promises important economic changes, and brings excellent investment opportunities to the discriminating investor. This is the utilisation of water-power. Modern electrical engineering has overcome many difficulties in the way of making full use of this most constant and cheapest of all motive force, and modern water-power almost invariably couples itself with electrical transmission. "Hydraulic" no longer describes a water-power undertaking, but must hyphenate itself to "hydraulic-electrical."

A number of such hydraulic-electrical developments already occupy important economic points, and more are in the process of construction or projection. The enormous Canadian Niagara Falls' developments by three large companies aggregate 415,000 horse-power. The installation on the St. Maurice River, about 80 miles north-east of Montreal, of the Shawinigan Falls' Power Company has a capacity of 100,000 horse-power, and already delivers about 50,000. It runs transmission lines to Montreal, where it delivers power to the Montreal Light, Heat, and Power Company for light street-railway and other power purposes. It has also built, and is building, other transmission lines, notably to the important asbestos mines at Thetford, P.Q. Attracted by the cheap power, several large manufacturing companies have built at the Falls.

At Lachine Rapids the Montreal Light, Heat, and Power Company already develops 33,500 horse-power, and through the Provincial Light, Heat, and Power Company, a subsidiary organisation, is now developing 20,000 horse-power on the Soulanges Canal. Taking its water from the well and canal at the head of Lake Ontario, the Dominion Power and Transmission Company (The Hamilton Cataract Power, Light, and Traction Company) develops 19,000 horse-power.

About twenty miles from Port Arthur, at Kakabeka Falls, the Kaministiquia Power Company, running a transmission line to Port Arthur has developed 14,000 horse-power, and can readily expand to 35,000. Port Arthur is the head of Canadian Great Lakes navigation and abundant hydraulic electrical power will mean much for its growth. On the Pacific Coast the British Columbian Electrical Railway Company runs a transmission line to Vancouver and Victoria, and has a large power development. Some of these great hydraulic-electrical undertakings are already known in England.

Though power cost may not make a large proportion of the total cost of manufactured products, small differences often turn the current of buying in the world's competitive markets, of which the home market is of course one. Such large development of cheap hydraulic-electrical power must necessarily help make Canada a manufacturing country. Almost every day discloses more abundantly Canada's rich natural resources. Canada is a land wealthy in raw material.

The Dominion needs only labour to become an important manufacturing country. And labour will come. Though population does not flow to points where it is most needed with the facility of the international exchange of gold, it is not immobile and will come to Canada for manufacturing, as it is coming for agriculture.

But this article undertook to set out the financial opportunity for British investors, and the paragraphs so far have had rather the nature of explanatory asides. An investment in a power undertaking has peculiar elements of safety. Operating expenses take a very small percentage from gross revenue, and the percentage decreases as the gross revenue increases. A well-constructed plant makes a substantial representative of the capital invested, and is not subject to rapid depreciation. The demand for power does not fluctuate, but tends steadily to increase. It does not depend on the fortunes of any one industry or undertaking. A hydraulic-electrical power undertaking in fact possesses all the advantages from an investor's standpoint of a public service corporation like a railway, and the great additional advantage of a very low and proportionately decreasing operating expense.

W. H. LYON.

NEW CANADIAN BOND ISSUES.

BORROWER.	AMOUNT.	PERIOD.	RATE OF INTEREST.	TO BE DEVOTED TO
	\$		Per cent.	
Town of Red Deer.....	20,000	5 years	5	Sewers.
	20,000	30 "	5	Waterworks Extension.
	17,500	5-20 "	5	Various.
City of Prince Albert, Saskatchewan	61,914	30 "	4½	Waterworks.
	34,426	30 "	4½	Sewerage.
	82,000	30 "	4½	Electric Light.
City of Saskatoon.....	250,000	30 "	5	Local Improvements.
Town of Stettler, Alberta.....	12,400	By 10 annual instalments	5	Floating Debt and Fire Protection.
Arcton, Saskatchewan.....	60,000	4-yearly after	5½	Waterworks.
Battleford, Saskatchewan...	30,000	5 years.	5	—
Regina, Saskatchewan.....	90,000	After 5 years.	—	Public Schools.
		In 20 annual instalments		
City of Calgary.....	20,000	30 years	4½	Electric Light.
	150,000	40 "	4½	City Hall.
	75,000	30 "	4½	Trunk Sewer.
	120,000	20 "	4½	Water Extension.
	66,500	20-30 "	4½	Various, including Electric Plant.
East Toronto.....	9,400	30 "	5	Public Schools.
	8,626	15-30 "	5	Various.
Simcoe, Ontario.....	70,000	30 "	4½	Waterworks.
Brandon, Manitoba.....	80,000	30 "	4	Schools.
Portage La Prairie, Manitoba	16,000	1908-27	5	School Extensions.
Niniga, Manitoba.....	11,000	20 years	5	Schools.
Imperial, N.W.T.....	23,000	30 "	5 (max.)	Schools.
City of Victoria, B.C.....	36,500	1932	4	Schools.
	8,000	1917	4	Waterworks.

SOME SOUND CANADIAN INDUSTRIALS.

Amount of Stock Issued.	Name of Security, Rate, and Denomination.	Principal Payable.	Int. Payable.	Price.	Yield.
\$					6 s. d.
2,338,000	Nova Scotia Steel and Coal Company First Mortgage 6% Gold Bonds.	1931	Jan. July	110	5 12 0
17,000,000	Montreal Light, Heat, and Power Company Capital Stock, \$100 Shares.		Feb. May Aug Nov.	95	5 8 0
4,700,000	Canadian General Electric Company, \$100 Shares.		Jan. April July Oct.	129½ cum. div.	7 13 9
4,500,000	Shawinigan Water and Power Company 5% Consolidated First Mortgage Bonds.	1934	1 Jan. 1 July	101½	5 1 6
8,000,000	Electrical Development of Ontario 5% First Mortgage Gold Bonds.	1933	1 Mar. 1 Sept.	80½	6 7 0
400,000	British Columbia Electric Railway Company, Limited, Deferred Ordinary Stock.		Mar. Sept.	125	5 4 0
300,000	British Columbia Electric Railway Company, Limited, Preferred Ordinary Stock.		May Nov.	106½ pd	4 14 0
300,000	British Columbia Electric Railway Company, Limited, 5% Cumulative Perpetual Preference Stock.		Jan. July	104	4 18 0
140,000	Montreal Street Railway 4½% Sterling Debentures.	1922	1 Feb. 1 Aug.	103	4 7 0
323,000	Toronto Railway Company First Mortgage 4½% Sterling Bonds.	Drawings	28 Feb. 31 Aug. J. A. J. O. J. J.	101	4 10 0
3,000,000	Toronto Electric Light Stock.			150	4 16 0
1,500,000	" " " 4½% Bonds.	1916		95	4 15 0

Prices are taken as on 8th June.

CANADA AND FOREIGN INVESTORS.

Interview with Senator Forget.

Following upon an article which appeared in our last Investment Number dealing with French capital in Canada, one of our Canadian representatives sends the accompanying interview with Senator L. J. Forget, the leading member of the French-Canadian group of financial men.

Senator Forget says:—"The advantages which Canada affords to investors are obvious. The natural resources of Canada are the greatest of any country in the world, and all that is required is outside capital to develop these vast resources. The country

being practically in its infancy, the local capital can barely meet the requirements of current trade, and it would be hopeless to think that our immense resources can be developed and the demands of our abnormal growth properly met without the assistance of foreign capitalists, who will find here not only a splendid field for their investments, but a chance to make returns on their investments offered by few, if any other, countries in the world.

"Our soil is particularly fertile, as the bounteous crops of our Great West amply show. The large mining areas which are



SENATOR L. J. FORGET.

being constantly discovered abound in valuable ore of all kinds. Our forestry is the most valuable in the world. Our water powers are without limit and unique. All of which goes to show how safe and remunerative judicious investment in our railway enterprises, industrial propositions, tractions, etc., may be. The earnings of all our railways, tramways, manufactories, and all enterprises dealing in public commodities are enormous, and keep on growing at an astounding rate, which is only natural, and must be expected in the face of the general expansion of the country.

"However, there is something which should not be overlooked. In such overwhelming prosperity there are likely to spring out a certain number of more or less adventurous propositions, and people unfamiliar with the real condition of affairs in this country are liable to be misguided in the investment of their funds. So-called "wild cat" schemes of various kinds have already done considerable injury to our investment market, and it is with a view of remedying this sort of thing and guiding European investors in the purchase of good, sound, and paying Canadian securities that our firm has decided to open a branch banking house in Paris. This house will be operated in connection with Messrs. L. J. Forget and Company, bankers, of Montreal, Canada. This, we believe, will prove a most beneficial move for all concerned. People desirous of investing money in Canada are sure to obtain from our firm a safe direction to judicious investments, which our connection with all great Canadian enterprises amply guarantees. Both myself and partner, Mr. Rodolphe Forget, are on the directorate of almost every one of all the important companies in Canada—either in the chair or on the board—such as the Canadian Pacific Railway, Montreal Street Railway, Richelieu and Ontario Navigation Company, Dominion Iron and Steel Company, Dominion Textile Company, several electrical power companies, and nearly all the Canadian pulp wood companies.

"Canada is undoubtedly the place for outside capital," concluded the Senator.

AGRICULTURE IN NOVA SCOTIA.

The report of the Committee on Agriculture at Halifax, N.S., states that never in the history of Nova Scotia was the outlook brighter for engaging in agricultural pursuits. The prices realised for all products of the farm, whether in live stock, dairying, fruit or field produce, have been during the past year exceedingly high, and appearances would indicate a continuance of these high prices for some years to come. The crops of the past season, with the possible exception of potatoes, have been up to the average, and from different parts of the province the reports of increased numbers of live stock being kept are certainly most encouraging.

CANADIAN MANUFACTURING CENTRES.

Hamilton and London, Ontario.

(Special to "Canada.")

HAMILTON likes to be described as the Cleveland of Canada, and the description is apt, for Hamilton now has many of the industries which have long been established at Cleveland, Ohio. But English readers will better understand Hamilton if it is described as the Sheffield of the Dominion, for, excepting armour-plate, for which as yet there is no call in Canada, Hamil-

ton will compare better with American plants even as regards size, for to-day a second blast furnace of 300 tons capacity and six open-hearth furnaces being added, and the likelihood is that when the furnace equipment is installed a structural steel mill will also be added, and one of Canada's greatest shortcomings as regards the manufacture of steel will have been supplied.

For two years past Hamilton has had a plant at which cold



A BUSY STREET IN HAMILTON, ONTARIO.

ton has most of the industries which long ago made Sheffield famous all over the world.

Iron and steel were made in Nova Scotia—notably at Londonderry and New Glasgow—before they were made at Hamilton. But Hamilton is the oldest centre of this industry in Ontario; and nowhere in Canada are there more branches of the iron and steel industry than now exist and thrive at Hamilton. There have been puddling furnaces and rolling mills there ever since the later seventies. In the middle nineties pig-iron and steel began to be made there, and to-day Hamilton has a steel-making plant—blast furnace and open-hearth furnaces—which, while not a large one in comparison with similar plants in Pennsylvania and Ohio, will, as regards compactness and up-to-date equipment, compare with any lakeside plant in the United States. Eighteen months hence this plant on the shores of Lake Ontario

rolled steel is turned out by processes similar to those long used at the great plant of the Jones and Laughlin Company at Pittsburgh. Hamilton is also the Canadian headquarters of the International Harvester Company, an American concern which now competes with the Massey-Harris Company of Brantford and Toronto, in the manufacture and sale of all descriptions of farm machinery. Hardware and cutlery have long been prominent among Hamilton's industries, and the extensive works of the Canadian branch of the Westinghouse Company are also situated at Hamilton. It is not going beyond the mark to assert that Hamilton is the most representative manufacturing city—the city with the greatest range of manufactures—in Canada, for in addition to the industries which have been enumerated there is a large cotton mill there.

What has come to be known as the National Policy had its



THE RESIDENTIAL QUARTER OF LONDON, ONTARIO.

beginnings in Hamilton away back in the fifties, when Isaac Buchanan, who in those days edited the *Hamilton Spectator*, and was also of the Parliament of the United Provinces—Ontario and Quebec—started the League for the Advancement of Manufacturing in Canada, and as early as 1858 succeeded in inducing the late Mr. Cayley, who then held the office now known as Finance Minister, to give some protection to Canadian manufacturers in the tariff of the United Provinces. This is not the place to discuss the National Policy; but it may be added that it was to Hamilton that American manufacturers first came when increasing duties in the Canadian tariff compelled them to manufacture in Canada or to lose part of their trade. The first came in 1881, when the old rolling mills which were then idle were taken over by American capitalists. Since 1881 many other American concerns have established themselves in Hamilton, so much so that when any enthusiastic advocate of the National Policy who is familiar with industrial Canada and with the details of Canadian industrial history is asked what the National Policy has done for the Dominion—when he is asked to cite a concrete case—he invariably points to Hamilton, where the National Policy began, and where its results have been most evident.

The entrance into Hamilton over the Grand Trunk—either from Suspension Bridge or from Toronto—is particularly fine. Hamilton in this respect has advantages which are excelled in few Canadian or American cities. Approaching it from Suspension Bridge, the traveller journeys through the fruit-growing country for which the Niagara Peninsula is famous. He has frequent glimpses of the highlands of the peninsula to the southward and of Lake Ontario to the north-east. As regards the entrance by train when the journey is from Toronto, there is no other city in Canada between the Great Lakes and the Atlantic Ocean that is so favoured, for the Grand Trunk for a couple of miles winds along the high sloping shores of the lake, and just as soon as Hamilton comes into view it presents a panorama of lake, wooded shore, and island, with the city as a background, that has a charm likely long to dwell in the mind of the traveller who looks upon it for the first time.

The city of Hamilton, and in particular its magnificent main street and its residential suburbs, are in keeping with the beautiful natural environment in which the city is placed. While all these characteristics of Hamilton are unusually well marked, it should be added that none of the manufacturing centres of Ontario or Quebec has any of the smoky and grimy sordidness so long associated with exclusively manufacturing centres in England. There is a new-world aspect about all these Canadian manufacturing towns and cities, and one phase of this new-worldness is cleaner and brighter industrial conditions—in the factories and round about them—than those of ninety-nine out of a hundred manufacturing plants in the old country. Canada is very American in this particular; and these newer and brighter conditions of manufacturing life in both Canada and the United States always surprise and impress a visitor from England.

London, which is about mid-way on the Grand Trunk between Hamilton and the Detroit River, is nearly as typical of industrial Canada as Hamilton. Hamilton has several industries which have not yet been established at London, and the population of London is numerically lower than that of Hamilton. But in this way London is as busy as Hamilton. Like Hamilton, it is always growing, and was never growing more quickly than at the present time; and, like Hamilton, it has beautiful natural surroundings and residential neighbourhoods within the city limits so adorned with well-grown shade trees and open lawns as to suggest Cheltenham or Tunbridge Wells rather than a manufacturing town in England, such as Wakefield or Warrington.

SHIPBUILDING ON THE GREAT LAKES.



THE "SAVONIC" AND "OTONABEC" ON THE STOCKS IN THE COLLINGWOOD SHIPYARD.
(See page 324.)

BARGAINS IN BATTLEFORD.

A Yorkshireman's Successful Land Deals.

Mr. Percival Irving Marshall, of North Battleford, Saskatchewan, writes to the *Yorkshire Herald*:—"When in England on a visit last winter I had a great many inquiries about the Battleford district, and since coming here have received several letters from friends and others in York asking me about the district and the prospects of making money investing in North Battleford. When I returned to my estate I found that my next neighbour had been investing in North Battleford since I left, and had made just about as much money in a month as I had last year on my homestead, and hadn't done any work to earn it. He had then sold part of his land and invested again, and up to when I had come back had refused nice margins on his real estate in town. Seeing what he had done, I kind of got on asking for some of the easy money myself.

"In fact, I got the fever to invest, and so bought two lots in Block 47, about three hundred yards from the Canadian Bank of Commerce. Fred said to me, 'Percy, you'll sell those lots before two months are out, and make \$100 on each lot, sure.' When he made that statement I thought he was a little too optimistic, but I found, not in two months but in two weeks, that his optimism was well founded. I bought the lots on a Monday just three weeks ago, and on Thursday of the same week one of the lots was sold at an advance of \$90, or £14, and on the second following Monday the other lot was sold at an advance of \$120, or £24, which was a record sale, but as to the truth of the statement I'll take my oath. I made \$210, or £42 in two weeks to a day out of North Battleford real estate, which is more than most of us used to make by hard labour in old England in a year.

"Who ever heard of the birth of a town of 1,000 inhabitants with blocks of residential and business houses in two years? You in England cannot realise it. To think that property that years ago could have been bought for \$10 an acre is now assessed at \$1,000,000, and that next year it will be assessed at over \$2,000,000. Real estate is rising as the new and permanent buildings rise, and every one who owns property is making money. Everyone who buys property now will make money.

"Four per cent. interest in England is good investment; a westerner shakes his head at 8 per cent, and says that is not a flea bite compared to what he can make in real estate, and he speaks the truth.

"There is no stop now. There was a time when the western future was a gamble, but that is past. There was a time when North Battleford's future was a chance, but that day is past. Its permanent future is assured, and but to see is to believe. All I have I'll put into this town, and if I don't visit dear old York with three times what I had last winter then my name is not Percival Irving Marshall. Friends or strangers, take a fool's advice, and if you have a hundred pounds or so drawing interest at 3 per cent, invest it in North Battleford; forget you ever had it for one year, and if you don't make 50 per cent. on your first investment then string me up when I come back next winter to renew old acquaintances and take unto me for better or worse the other half of man's share of this world's offering.

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CANADIAN-AMERICAN POSTAL RATES.

The Government of Canada has notified the Post Office Department of the U.S.A. that it will be impossible for the Canadian Postal Department to handle second-class mail matter sent to that country from the United States by either express or freight, and posted there.

Mr. R. Bickersteth, a director of the British firm of Messrs. W. Dawson and Sons, Ltd., writes to the *Standard* as follows:—"I did not appreciate, until I came out here to organise the distribution of British periodicals, how great a sacrifice the Canadian Press made in supporting the postal preference which the Dominion Government has now given us. Three million Canadians have migrated across the frontier, and all the Canadian dailies have large circulations among these people, based on the exchange of postal privileges with the United States of America. These are lost, and a heavy postal toll is now paid by them without any fuss."

Reuter's Agency learns that negotiations on the subject of the questions in dispute between Canada and the United States are still in progress, and are making satisfactory headway. It is, however, impossible at the present moment to say what definite results have been attained, although there is reason to believe that an agreement has practically been reached on some of the questions.

NOTICE TO CORRESPONDENTS.

We receive a number of inquiries from our readers relating to matters which can only be answered speedily and accurately by a resident in the town or locality referred to. In all such cases our readers would save their time and our own by writing direct to a local firm of lawyers or real estate agents, as the case requires. The addresses of a number of prominent firms appear in our columns.

COBALT MINING SHARES.

Sound Advice for British Investors.

We publish below the views of three of the leading firms of stock-brokers in Canada in regard to Cobalt shares. The high reputation of these firms gives value and importance to their statements, which are specially communicated to *Canada*. There is naturally a divergence of opinion as to the speculative merits of even the best known properties, but a strong tone of caution is observable in these letters.

"We would advise people to go very slow in the matter of investing in companies representing Cobalt mines, and would suggest that very careful scrutiny be given the prospectuses and information contained therein. We are sorry to say that too little authentic information can be obtained as regards the various mines in the Cobalt district. There are a number of shipping mines; some have paid dividends and some have not. With few exceptions, the surface ore has been taken, and now most of the mines have to prosecute development work, and until the value of the ores is proved with depth one should go slowly in the matter of investing. In our judgment, few of the mines so far have shown that their capitalisations are warranted. The following mines are regular dividend payers:—Nipissing, Trethewey, Coniagas, Kerr Lake, Right of Way, O'Brien (private corporation), and Drummond (private corporation)."

"The district has not yet been thoroughly developed. Undoubtedly very rich ore has been found and mined on the surface, but none

they have fallen steadily, and on May 23 were quoted on the Toronto Curb at \$1.15.

Trethewey \$1 shares were \$2.34 in November, and after falling to \$1.10 by March 14 rose to \$1.30 on May 4. They stood on May 23 at \$1.09, two cents higher than a week previous.

Buffalo \$1.00 shares, after rising as high as \$4.30 on November 29, had decreased by February 7 to \$2.90, since when no quotation has been given on the Curb.

McKinley-Darragh Savage shares, also priced at \$1.00, have been as high as \$3.00, but stood on February 7, the last date of quotation, at \$2.10.

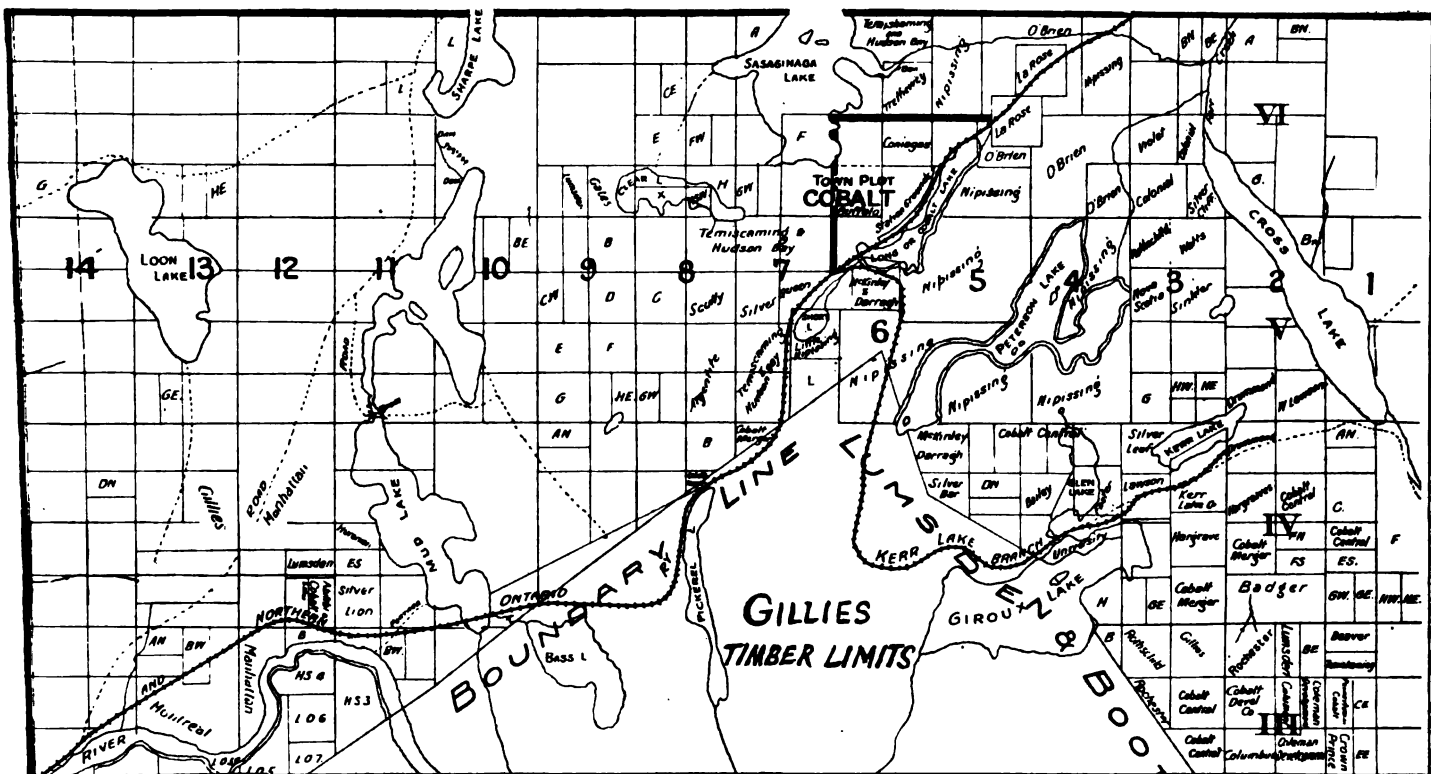
Cobalt Silver Queen have fallen since November 29, when they stood as high as \$2.70. They touched \$1.75 in December, but rose to \$2.20 three weeks later, since when they have again fallen; on May 24 they were listed at \$1.20.

Coniagas (\$5 shares) have also fluctuated. They were \$4.70 at their highest point (January 16), fell and rose to \$4.75 by April 4, came down to \$3.90 on April 18, but on May 24 had revived somewhat, being quoted at \$4.30.

Kerr Lake \$5 shares have not been lower than \$4.45, and rose on April 4 to \$5.00, the last date of quotation.

The \$5 shares of the University Mines Company were quoted on May 18, in the *Toronto Globe*, at \$5.00.

The Nipissing \$5.00 shares have been more consistent than the others. On December 26 they were \$11.85, rising to \$14.75 (their



THE LATEST MAP OF THE COBALT DISTRICT.

of the mines seem to have been in earnest in endeavouring to find out how much permanency there is to the deposits. We are rather inclined to fancy that most of the ore is pockety, and in any case we do not know of a single mine which, in our opinion, is not largely over-capitalised. Very little work has been done on any of the mines, and they were capitalised simply for the purpose of selling stock, and those who had properties with good prospects, as a rule, have sold their properties and pocketed the money. Very few of those who are practical mining men have kept their properties for the purpose of development. So far, we would consider almost the best of the mines to be simply gambles, and any properties offered on your side without reports from men of undoubted position we would consider simply attempts to rob the public."

"Quite a proportion of the business at present transacted on our Exchange is in the Cobalt mines. There has been a good deal of depression in prices in the Cobalt mines during the past few months. Companies were promoted with great rapidity on the strength of the wonderful production of silver which was taken from the surface of the properties by the most primitive mining methods; dividends were declared, and owing to the necessity of doing what is technically known as "dead-work" in the opening up of the properties, these dividends had to be temporarily abandoned, hence the depression. That prices will again materially improve we are very well assured, knowing as we do a number of the properties very well and being intimately acquainted with the directors of some of the leading mines in Cobalt. Of course, it is unnecessary for us to tell you that mining shares are essentially a speculation; but granting this, we consider that the shares of several of the properties in Cobalt afford a very good opportunity for speculation."

A comparison of the fluctuations of the prices of Cobalt shares for the last six months, for which period we have chronicled the figures week by week, may here be of interest to our readers. Foster-Cobalt Mining Company shares (par value \$1) stood on November 29 at \$3.41, the highest point during the period under review; since then

highest point) on January 16. They were at their lowest two weeks later, when the price was \$11.20, and rose, with but little variation, until May 23, when they came down to \$10.00.

CANADA'S NEED OF BRITISH MONEY.

"American capital has all it can do to supply its opportunities for investment within its own borders," said a prominent Canadian financier recently to a representative of *Canada*, "and I expect to see the Dominion turn more and more to the United Kingdom for supplies for its needs. Statistics show that Canadian stocks and bonds for municipal purposes, as well as national bonds, are attracting more and more attention in London. It is perhaps true that some of the new towns in the West are a little too ambitious to have electric light street cars, telephones, and other up-to-date improvements, and are borrowing freely, but they offer exceptional interest, and their prospects are certainly better than that of many speculative stocks which are more talked of."

GROWTH OF BUILDING IN CANADA.

The expansion of the building trades in Canada is reflected in the great increase in the production of Portland cement. The increase in 1906 over the production in 1905 was approximately 40 per cent. The imports show a marked decrease. The total quantity of Portland cement manufactured in Canada in 1906 was 2,152,562 barrels, as compared with 1,541,568 barrels in 1905, an increase of 610,994 barrels. The total sales of Portland cement were 2,119,764 barrels, as compared with 1,346,548 barrels in 1905. The consumption in 1901 was 872,966 barrels. The average price per barrel at the works in 1906 was \$1.49, as compared with \$1.42 in 1905.

Messrs. W. L. McNair, John Miller, George Goldie, and E. Nield, who constitute the Canadian Grain Commission appointed to ascertain if any improvement can be effected in the mode of handling the grain of the Dominion, have arrived in England.

THE MERITS OF CANADIAN MUNICIPAL BONDS.

Advice to British Investors.

(Special to "Canada.")

THAT the present tightness of money will really afford an exceptionally favourable opportunity for British investors to lay hold of the best class of Canadian securities is a general opinion among the old established financial houses and bankers. A certain amount of nervousness as to the immediate outlook regarding the offerings of municipal bonds from the newer Western towns, which are in a hurry to instal electric power, street railways, telephones, and to incur large expenditures upon various enterprises, may be justified, but much capital from Eastern Canada has been tied up in this way, with the result that the bonds and debentures of the older cities and towns of Eastern Canada, which make steady and consistent progress, are likely to be purchaseable and to give a far better rate of interest with quite as good security as does the same class of investment in the United Kingdom itself.

Speaking to *Canada*, Mr. Morgan Jellett, of the well-known firm of *Æmilius Jarvis and Co.*, bond investment and debenture dealers, of Toronto, said: "An Englishman born, and having lived the forepart of his life in England, and having seen various parts of the world, and spent some years in Africa and Canada, observed to me the other day, while discussing investments: 'I wish I could convince my co-trustees in England of the value of selected Canadian municipal debentures. I have submitted to them full particulars of the debentures and financial standing of several of your prominent cities, showing an income of from 4 to 4½ and even 4¾ per cent., but they rejected them in favour of an investment in Indian Government stock to yield a trifle over 3 per cent. With careful selection we could have obtained a larger percentage, on security equally good, but the people at home do not seem to grasp the merits of the Canadian securities in question.'"

In further conversation, he stated he believed that Canada's day as a field for investment of English capital was near at hand. In days gone by it had been Australia and Africa, and then South America, but now he believed it was to be Canada.

One of the greatest difficulties to be surmounted was to make the investors in England realise that the United States and Canada were two totally different countries, and that an investment in Canadian municipal securities savoured in no degree whatever of putting money into such channels as the New York stock market. Englishmen were too prone to look upon the two countries as being identical, if not constitutionally, at least financially, industrially, commercially, and socially.

"It is just these facts that our firm is trying continually to force home to the English investing public," Mr. Jellett said; "and while results are coming somewhat slowly, they are to be seen, nevertheless, in the increasing number of requests we receive for information and advice, and with which we delight to comply."

As to the present situation in Canadian municipal debenture investments, for which, I suppose, we find the greatest demand from Britain and abroad, it is now unquestionably the most advantageous opportunity in twenty years to make purchases. This may sound strange, but true it is. The main cause is the lack of sufficient capital to finance the commercial and industrial development of the country, and the consequent high rates which are demanded for money.

"With high rates for money has come inevitably a lower price for, and a greater yield from, gilt-edge bonds. This applies to municipal bonds the country over."

"In view of the rather complicated state of affairs in the Canadian West, the severe loss to live stock by the hard winter, the backward spring, the late seeding, the reported fear of short crops, the fear of crops not maturing before the early frosts arrive, and the inflation in real estate values, we are advising a very careful scrutiny of Western municipal bonds at the moment. All these fears may be groundless, but it is well in any case to select at present the bonds of the larger cities in that part of the country."

"As for older Canada, the position is somewhat the reverse, and for this reason. A certain steady demand for our municipal bonds exists always. This demand comes from such sources as insurance companies and fraternal organisations in Canada, the United States, and abroad, trust companies, banks, private trustees and executors. Of late they have been investing extensively in Western debentures which show a high rate of interest return, and have neglected more or less the debentures of our Eastern municipalities."

"With a set-back, either severe or otherwise, in the Western country, these investors will indubitably turn with favour to Canada the older. With such a demand in evidence, debentures of this part of the country would quickly feel the effect, and an advance from the present level to which they have fallen during the expansion and high money period would follow."

"Good municipal securities of this portion of Canada may be purchased at any time without hesitation, possibly never more advantageously than now."

"It is a pity that to the English mind there should be such a near cry from good Canadian municipal and industrial corporation bonds to the much-touted Cobalt corporations and similar precarious propositions. Money placed in such undertakings is simply being placed in speculations. Speculations can be obtained in England, or in any country, for that matter, and it is quite unnecessary to come all the way to Canada."

"Let the speculator speculate," Mr. Jellett concluded; "but it is the real investor who wants intrinsic value behind his securities with whom we would reason, and whose confidence and money we need." — ** —

BRITISH COLUMBIA NOTES.

(By a Special Correspondent.)

Fruit growing is most successful out here. There is an immense area of land splendidly suited for fruit culture. In 1891 the area under orchard was 6,500 acres. In 1901 it had increased 1,000 acres. It is now estimated at 30,000 acres.

There are instances in the Okanagan district of gross profit having been made of even \$500 or \$600 per acre. At Coldstream rancho 20 acres produced \$10,000 worth of apples.

The bases of this industry are (1) The regularity of the seasons. (2) The ever-increasing market on the western prairies, where this fruit cannot be grown. As the orchards in British Columbia increase, so the population which consumes the product is ever increasing on the prairies.

The lumber industry is extremely flourishing now, prices being very high. The immense forests of British Columbia contain a great reserve of wealth and the new railways will open up some of this.

Then again, there is the trade with China and Japan. Good authorities predict an enormous trade one day in wheat, when the Oriental millions take to that food as well as rice on a large scale.

Taking all these various facts and possibilities into consideration it appears that there are solid grounds for predicting a great future for the coast cities of Victoria and Vancouver, and consequently a rise in values of Real Estate in them.

Vancouver city has already experienced a considerable improvement in this respect. Victoria, however, has not had the same attention paid to it, but this state of affairs appears now to be passing away, and is likely to steadily improve and grow as a popular residential town. A large number of people with money from Manitoba are buying residential properties with the object of making it their future home. These are people who have made some money, and are seeking a milder climate to live in. This tendency will have a good effect on general business in Victoria.

On the whole, therefore, the outlook on the Pacific Coast is very bright, and we may yet live to see that "Liverpool of the Pacific," which the enthusiastic British Columbian is so fond of contemplating in his sanguine moments.

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LABRADOR'S HARVEST OF THE SEA.

Dr. Wilfred Grenfell, writing in the *Standard* of the coming of spring in Labrador, says:—"Presently, in addition to the return of birds and beasts, we shall be welcoming the return of the fish. Then we are suddenly plunged from a very lean land into a paradise of plenty. Then our hospital larder will be daily as full of fine salmon, cod-fish, fat herring, good flounders, and river trout as any epicure could desire. For just as soon as the fish return to our waters we have constant tribute of the first-fruits of the sea from the kindly fishermen around us."

"They do not sell individual fish in this country. I was very much amused last fall by an American visitor on the mission ship, who saw a fine salmon late in the season in an elderly fisherman's boat alongside. 'How much will you sell the salmon for?' he asked."

"The man scratched his head, and after thinking for some time, replied, 'Well, you see, zur, I ain't never sold no fish in my life—not for cash.'"

"He lived on the credit system, like all the rest of them, and the result is he never knew the price of anything. As a result, he generally lived with the idea in the bottom of his mind 'that he 'lowed his merchant was robbing him,' whether fish was ten cents or ten dollars a quintal."

"The flounders we can spear in thousands at our doors all summer long and though the people do not, as a rule, care for them, we ourselves prefer them to the North Sea plaice. Clams, mussels, whelks, and other shell-fish are abundant. Nor is it any trouble to spear a lobster or a crab. Vegetables also are provided for us by the clearing away of the snow, which leaves the berries of last fall sweeter and riper than the day they went under the snow six months before. Is this not as good as sitting under a breadfruit tree, or eating yams in an atmosphere that boils all the virility and bakes all the vitality out of human nature?"

"General" Booth is returning through Canada from Japan. He is addressing gatherings at stations along the line of the Canadian Pacific, vast crowds assembling to hear him.

TRADE OPENINGS IN WINNIPEG.

Exceptional Possibilities for Manufacturers.

THE land that is receiving the most attention in Canada is the west, and the centre of that land, commercially and for manufacturing, is Winnipeg. Commerce has transformed it from a bare prairie post into a city of over 100,000 inhabitants, and manufacturers are going to still further transform it into a great producing centre. Western Canada cannot afford to keep on paying freights on long distances from the eastern provinces. The tariff on American manufactured goods coming fewer miles across the line from the United States is another feature that makes it a paying investment to establish factories at the Gateway City. The great lesson of last winter, with its trains stalled and freight often delayed, is that the west must manufacture for itself.

That manufacturers by the score are moving towards the Prairie City is a fact not to be disputed, but some capitalists, despite their professional wisdom, are slow to realise that the sooner they arrive there the better it will be for them. Winnipeg is young, and is growing rapidly, without a cloud on the horizon to threaten a shadow; she is mistress of a country against which the most combined, most strenuous pessimism could not prevail; advantageous sites for manufactories are now comparatively easy to secure; prices are low; and many other innumerable advantages all bear out the indisputable prediction that this city, now the centre of an enormous wholesale trade, must become one of the greatest manufacturing centres in the whole Dominion. The fact that raw material is not to be found in the vicinity is no reason why Winnipeg should not be a successful manufacturing centre. England's cotton factories have their source of supply in the Southern States of America; much of her lumber comes from Canada and from the Baltic; her other commodities are garnered across many miles of sea, and, despite the long distances travelled, she does not cease to manufacture at a profit.

Many prominent men are now turning their eyes to the great and last west with its busy life and its ever-increasing needs. Those who have the raw material to supply are planning how to deliver at cheapest to points where it will eventually be transformed to suit local needs. An iron and steel concern in Cape Breton is considering the establishment of a direct line of steamers from eastern ports to the head of the Great Lakes, from whence the railway haul to Winnipeg is but a short one. These specially constructed steamers that will come, laden with raw materials, through the great canals, will take back return cargoes of wheat, and railways have been built from every one of the centres of great iron ore deposits to carry this product to the manufacturing centres.

The Hudson Bay railroad, that for years was looked upon as



PONTON BRIDGE OVER THE RED RIVER, WINNIPEG.

impracticable, is becoming an immediate necessity. The Hudson Bay has ports open from June to late in November. The vessels that carry away wheat will bring from the maritime provinces iron and lumber, and the railway mileage from the Bay to Winnipeg will be even shorter than that from the head of the Great Lakes.

In early days water-power and wind-power were the forces employed in manufacturing. These gave way to steam. The present-day manufacturer uses electricity generated by water forces. Two powerful falls are to-day being harnessed within sixty miles of the city of Winnipeg. The work of completing the first of these two was an accomplished fact in 1905, and it is this energy that is now supplying the electric power that operates Winnipeg's street railway system, and is supplying manufacturers in the city. The municipal authorities in Winnipeg are bent on encouraging manufacturers to locate here by affording cheap power, and a power site has been secured on the Winnipeg

river, where a total of 50,000 horse-power can be developed. As is well known, the citizens have passed a by-law authorising the council to borrow \$3,250,000 to be used in acquiring this site and installing the necessary plant and works to bring the power to the city. The preliminary surveys and examinations have already been made, and the completion of the work is to be



EXCAVATING FOR A NEW BUSINESS BLOCK IN WINNIPEG.

accomplished without delay. When the power is available it will be sold to consumers at the sub-station in the city at \$18 per horse-power per annum. When the demand for power has increased sufficiently to warrant the step, the amount available will be increased to 34,000 horse-power per annum, and the cost at the sub-station will then be reduced to \$13.87 per annum. When the full amount of 50,000 horse-power is taken the cost to consumers will be \$12.46 per annum.

To a manufacturer two rivers make an eloquent appeal. Water he must have for the work of his factory, and Winnipeg is supplied by two rivers running through the city. Regarding the resources of the west there is no question; five elevators at one country station just outside Winnipeg tell the tale too plainly. The country can pay the price, and what the country wants and can pay for she is bound to have. So within another two or three years hundreds of native factories will be supplying her every need, and these, to do the best for themselves and for the illimitable West, must be set up in Winnipeg, the metropolis of the fertile wheatlands that stretch between herself and the setting sun. —**—

THE PRICE OF PRAIRIE LAND.

Recent Figures asked at Auction.

For the support of schools certain blocks of land are set apart in Western Canada in each township when surveyed, which are termed school-lands; these are leased or sold at public auction from time to time, the proceeds being applied to the support of the public schools. In a list of such lands offered at auction under the authority of the Department of the Interior, during the last month the upset price of any parcel of land is fixed, which provide some data on which investors can approximately calculate the value of unimproved land in that locality.

The terms of sale are easy:—"One-tenth in cash at time of sale and balance in nine equal annual instalments with interest at the rate of 5 per cent. per annum on the balance of the purchase money from time to time remaining unpaid.

"Upon a parcel of land being knocked down the purchaser shall immediately deposit the sum of \$100 with the Clerk of Sale, otherwise the parcel will at once be put up again. The balance of the cash instalment must in every case be paid before the close of the sale, failing which the deposit of \$100 will be forfeited and the land withdrawn from sale."

The following official figures may be useful:—

Pilot Mound, Manitoba.—Lots of $\frac{1}{4}$ section (160 acres) were offered at the upset price of \$7 and \$8 per acre, but on a few lots the price was increased to \$10 and even \$15 per acre.

Manitou, Manitoba; price, \$7 and \$8.

Somerset, Manitoba; price, \$7 and \$10.

Holland, Manitoba; price, \$7.

Cannan, Manitoba; price, \$7 to \$12.

Portage la Prairie, Manitoba; price, \$7 to \$12.

Carberry, Manitoba; price, \$7 and \$8.

The British warship *Brilliant* has arrived at St. John's, Newfoundland, from Bermuda, to resume patrol along the French shore during the summer fishery season. The French warship *Destres* has arrived at St. Pierre for the same purpose.

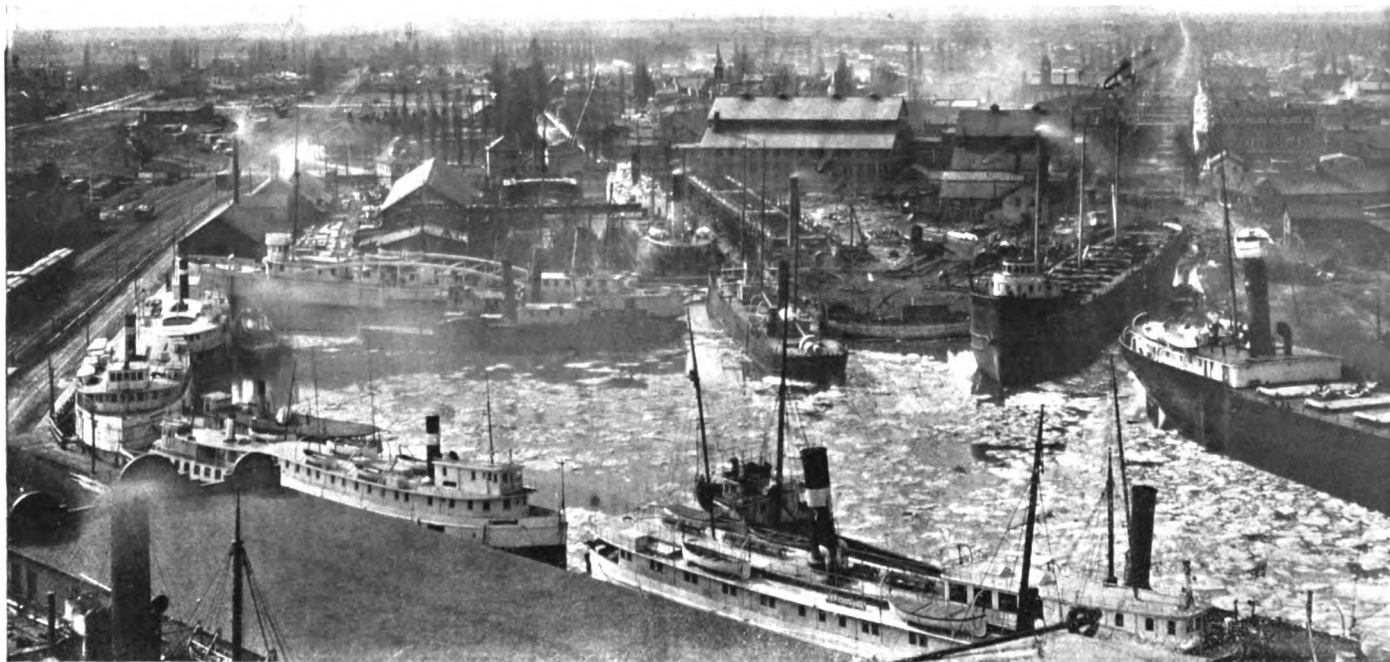
Shipbuilding on the Great Lakes.

AN IMPORTANT INDUSTRY AT COLLINGWOOD.

IT is doubtful whether anywhere on the North American continent—in Canada or in the United States—there is a more beautiful industrial town than Collingwood, Ontario. Its beauty lies in the charm of its situation. The town fronts on Georgian Bay, or rather, on a deep and wide indentation of the Bay; while at the back of Collingwood are the Blue Mountains, which, together with

Still another shipyard is being organised at Port Arthur; but for some years to come Collingwood is likely to be the most famous of these Canadian shipyards, and the yard which visitors from Great Britain, interested in shipbuilding, must visit if they are intent on realising how far steel shipbuilding has progressed in Canada.

Collingwood is about ninety miles from Toronto, and a journey of this distance out of Toronto in no direction affords



GENERAL VIEW OF THE COLLINGWOOD SHIPBUILDING YARDS.

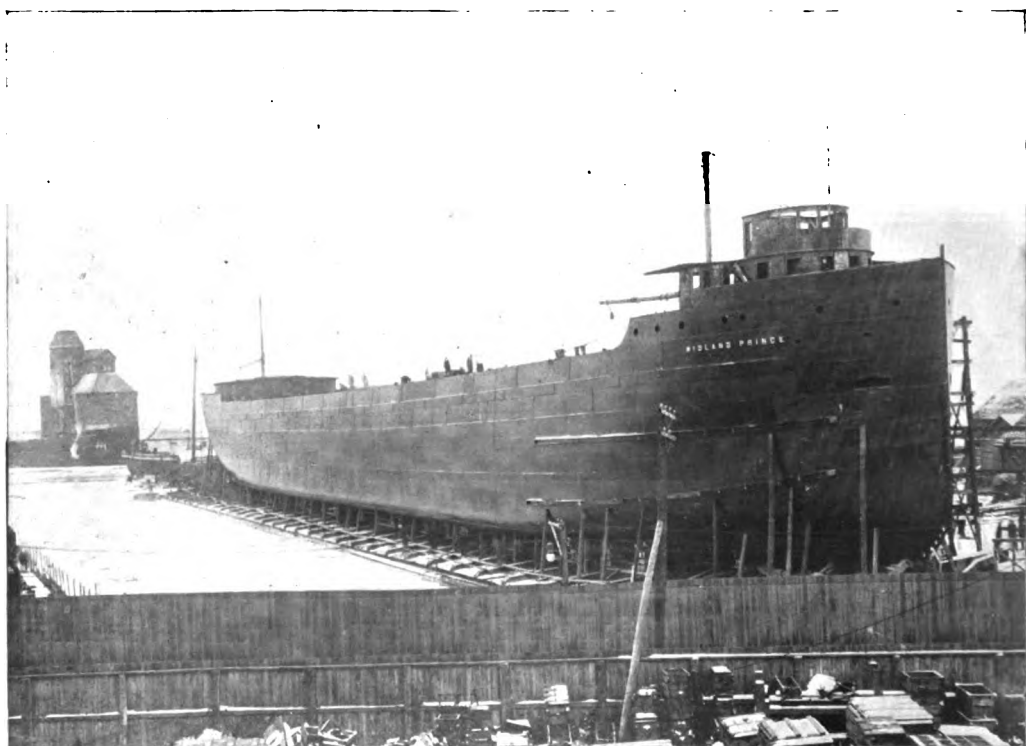
the expanse of water front and the views of island and coastline, make up a picture which for charm and quiet beauty is scarcely excelled anywhere in the country that lies between the Atlantic and the Great Lakes.

Collingwood is a busy port. It has a large lumber trade; and there is a steel plant there. But its great distinction in the industrial world of Canada is its shipbuilding yard. It is the largest and best equipped shipyard in the Dominion, for there have been built at Collingwood—and there are now in building there—lake freighters for the ore-carrying and grain trade as large as any that have been turned out from the famous Globe Yard at Cleveland, Ohio; from Lorrain, or from any of the other steel shipbuilding yards on the American shores of the Lakes, which in the last ten years have been made famous by their new and bold contributions to marine architecture.

To-day there are seven hundred men at work in the Collingwood shipyard. The dry dock—five hundred feet long—is the largest dock on the Canadian shores of the Lakes. But large, new, and complete as the equipment at Collingwood is, it is inadequate to the new tonnage and repair work offering for the shipbuilding company, and at the present time work is in progress for a duplication of practically the entire equipment of the yard. There is to be a new dry dock, six hundred feet long, and new shipways are to be added at which vessels six hundred feet long can be constructed. There are already three other steel shipbuilding yards on the Canadian shores of the Lakes—two at Toronto, and the third at Bridgeburg, on the Niagara River.

better glimpses of Ontario than does the trip via Allandale to Collingwood.

Several prominent manufacturers are considering the suitability of using British Columbia cedar for pencil-making, owing to the usual sources having partially failed. The Hon. J. H. Turner, Agent in London for British Columbia, is, in consequence, in communication with many lumber manufacturers in the Pacific province.



THE "MIDLAND PRINCE," ONE OF THE GREAT LAKE LEVIATHANS ON THE STOCKS.

CANADA'S BIG CANAL PROJECT.

Prospects of the Georgian Bay Ship Waterway.

WHEN the Canadian Parliament reassembles in November next, one of the most important problems it will have to consider is as to whether the Dominion shall undertake the construction of the Montreal, Ottawa, and Georgian Bay canal, which, if it is built, will cut four hundred miles off the present water route from Montreal to Port Arthur and Fort William, the grain shipping ports at the western end of the Great Lakes system. A report will be presented to the House of a Government survey which was begun three years ago to ascertain the feasibility and the probable cost of this work. The salient facts established by the engineers are these: that there are no insuperable physical obstacles to the work in question, that the construction of a channel of twenty-one feet depth from Montreal to Georgian Bay is

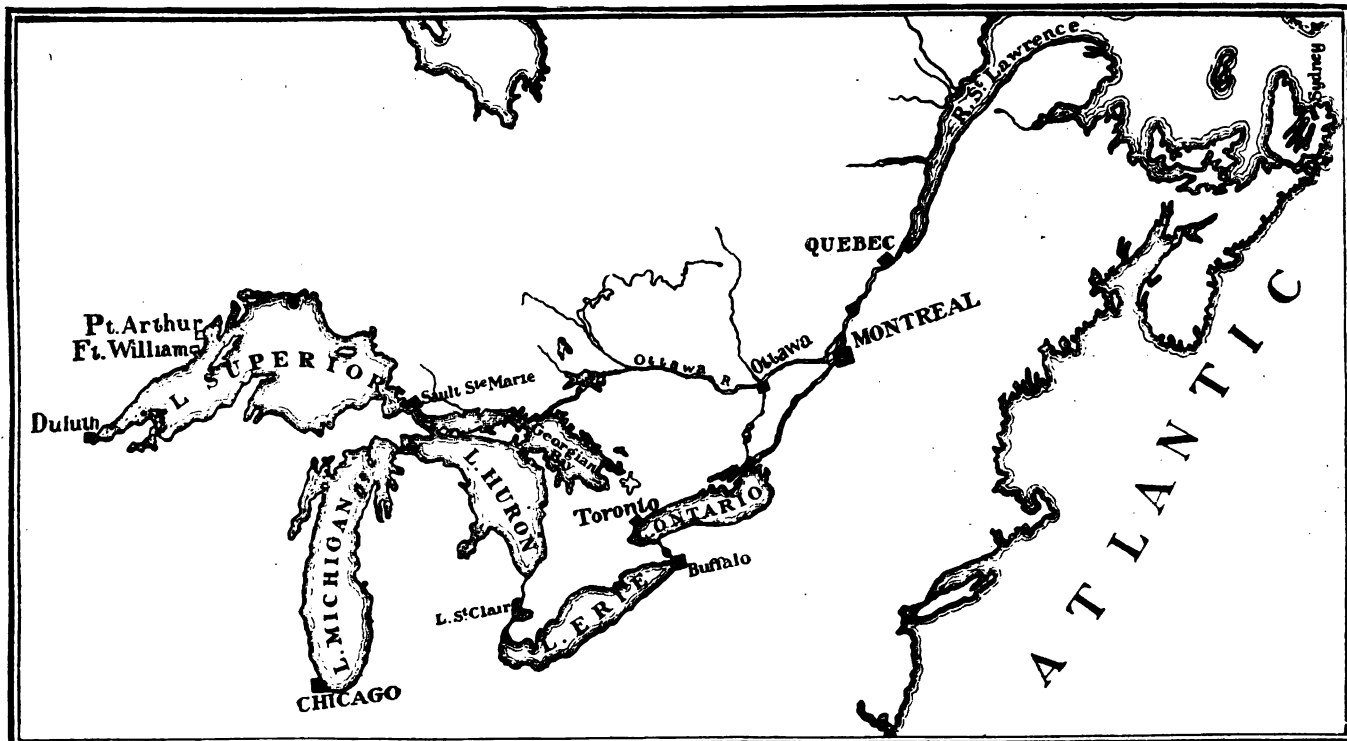
Advantage in favour of the proposed waterway. Fort William to Montreal, 414 miles to Liverpool, as against the Buffalo route, 1,198 miles.

The saving in distance from Chicago to Liverpool is 1,254 miles, and from Duluth 1,213 miles.

The distance from Winnipeg to Montreal, all rail, is 1,306 miles via Fort William, and the Georgian Bay route, 1,309.

It will be seen that Montreal would be nearer Duluth than Buffalo is, and Chicago and Buffalo, and Chicago and Montreal equi-distant.

In the matter of rates, it is apparent that the short line mileage afforded by the route would enable it not only to compete but to control the rates from the territory above mentioned in the United States, and materially reduce the rates on grain from the Canadian North-West.



MAP SHOWING ROUTE OF PROPOSED CANAL FROM GEORGIAN BAY, VIA FRENCH RIVER, LAKE NIPISSING AND OTTAWA RIVER, TO THE ST. LAWRENCE, AT MONTREAL.

feasible, and that the distance from Lake Superior to tide-water thereby is four hundred miles less than by existing routes. The cost is estimated at \$105,000,000. It is claimed by the champions of this canal project that it would reduce the cost of carriage of grain to Montreal by three and a half cents. Sir Wilfrid Laurier, the Canadian Premier, is a strong believer in the enterprise, and Mr. James J. Hill, the greatest authority on transportation matters in the United States has stated that the Georgian Bay canal would capture the trade of the American North-West as far south as Kansas City. The report of the engineers on their survey has focussed public attention strongly on this matter. The outlay involved is so large that nothing will be done without full consideration of all the issues involved, particularly on account of the heavy expenditures that the Dominion is now making for the opening of a second Transcontinental railway route across Canada. When this latter has been accomplished, however, it is quite possible that the next important work to be undertaken for the cheapening of Canadian transportation will be this canal.

A glance at the accompanying map will show the geographical position of the waterway, and the attractions it offers, not only to Canada, but to the United States North-West; among others, the fact that the northern route is cooler, and therefore there is less danger of heating in transit, which difficulty prevails via the southern routes. In the latter case a guarantee is required of the quality of the grain after the first of April. It will not only afford facilities for the grain traffic, but also for the carriage of meats in refrigerator ships to any port in the world.

A comparison of distances from upper lake ports is given:—

	Miles.
From Chicago to New York, lake and rail, via Buffalo	1,389
From Chicago to Montreal, lake and rail, via Canadian routes	906
From Chicago to Montreal, via Georgian Bay route	905
From Fort William to Montreal, via Georgian Bay route	882
From Fort William to Montreal, via St. Lawrence	1,296
From Duluth to Montreal	997

Very little of the grain of the North-West finds its way to the seaboard all rail. In no year has it exceeded two million bushels. At present the bulk of it is taken to Fort William, Port Arthur, and Duluth, thence by water to ports on the Georgian Bay or Buffalo, and rail from there to the seaboard. A certain quantity has, especially during the past few years, owing partly to the congestion at lower lake ports, gone by the all-water route via the Welland and St. Lawrence canals to Montreal, which, however, necessitated a transfer en route at Port Colborne or Kingston, and more or less shrinkage and extra charge for elevation, all of which adds to the cost of transportation.

Existing routes to Montreal, all-water or lake and rail, are practically governed by the rates that prevail via Buffalo. The rates from Duluth to New York via Buffalo is 6.71 cents per bushel. Allowing for the same rate per mile by the Georgian Bay route, with the addition for delays, etc., the cost from Duluth to Montreal would be 2.62 cents per bushel. That is, the latter route provides for putting the grain on board vessel at the seaboard for 4.09 cents per bushel less than by Buffalo.

The time of a steamer in transit from Fort William to Montreal via the Ottawa route should not exceed five days, equal to average time on cargoes via the shortest lake and rail route.

The saving in transshipment and elevator charges by this route will go largely to pay the cost of transportation proper, and, with control of terminals, including elevators at lake ports and the seaboard, the rate will, no doubt, be lower than quoted.

The tonnage of vessels and trade on the upper lakes is largely in the hands of the United States steamship owners. This applies as well to Canadian Lake ports, and will continue so long as steamers with a capacity of from 8,000 to 12,000 tons can be used, as compared with the necessarily much smaller vessel of Canadian build. The working expenses of the large steamer

are very little more than a vessel of a quarter or half its size. Therefore, not only will benefit be derived from the cheapening of rates on the exports and imports of the west, but shipping ports at the seaboard commensurate with the trade of the country will be built up.

The transportation of grain from the North-West is not by any means the only factor entering into this project. It will make possible the development of a region of immense mineral and forest wealth, which absolutely requires cheap transportation, and which is not now accessible. It is estimated that there is from 1,250,000 to 2,000,000 electric horse-power along the route awaiting development, which, when utilised in manufacturing, milling, etc., will add millions of dollars to the national wealth. There are large deposits of iron ore, and vast areas of pulp-wood contiguous to the line of waterway, which commodities are now entering largely into the commerce of the country, and for which there is a ready market. The chief item of importance in the west-bound tonnage would be lumber, cement, and coal from Nova Scotia.

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PETROLEUM IN CANADA.

Where Oil Has Been Found.

Although no great oilfields have yet been developed and domestic consumption exceeds native supply at present, it is generally believed by petroleum experts that immense deposits of oil remain to be tapped in various parts of the Dominion. Prospecting syndicates and mining investors will be interested to know that traces of mineral oil have been discovered in nearly every province of Canada.

Up to date Ontario has furnished almost the total Canadian oil production. The older producing areas lying between Lakes Huron and Erie, such as Petrolea and Oil Springs, have been yielding since the early sixties. Since then other areas lying in Lambton, Kent and Essex Counties, such as Bothwell, Moore, Teamington, Dutton, Thamesville, Wheatley, Tilbury and Romney have been developed.

Nova Scotia contains a very promising locality, known as the Lake Ainslie District, Cape Breton Island. Boring operations have been going on there actively for the past two years or more. At Cheverie are also good indications.

Operations in Quebec have centred around Gaspé, where during the past ten years over 50 holes have been bored, though the results so far have been disappointing. A deep test hole, 3,700 feet, also proved practically futile.

At Memramcook, in New Brunswick, there is a small producing field, where some wells are being pumped, though the output is small.

In Alberta County there exists large deposits of bituminous or oil bearing shales, from which oil could be extracted by distillation, and these deposits, under prudent and careful management, may yet become a feature of the Canadian industry. A similar industry is being carried on very successfully in Scotland.

The Manitoulin Island field has as yet not contributed to the Canadian production, though five companies are interested.

In Manitoba surface indications have for some years been reported; especially is this true when water wells have been sunk. One of these places is at Manitou, in Southern Manitoba, while the other is at Neepawa.

Alberta is being looked over by prospectors. There are a dozen or more deep-drilling rigs prospecting various areas between the international boundary on the south and the lower part of the Athabasca River on the north.

In the south-western part of the province oil has been struck in two wells at depths slightly exceeding 1,000 feet. These wells could be pumped and made to yield; but the lack of transportation is a drawback at present. However, prospecting is going on very actively, and should the results obtained in this section, which lies south-west of Pincher Creek, justify it, a pipe line or a railroad spur would be constructed. At Calgary and at Medicine Hat drilling rigs are in operation, and at the latter place provision has been made to reach a depth of 3,000 feet. In Northern Alberta the search for petroleum is being carried on in the vicinity of Fort McMurray, on the Athabasca River, some 500 miles north of Edmonton. This far north country may yet become quite a factor in the production of petroleum in Canada, as extensive outcrops of tar sands in this region certainly indicate the presence of oil bearing strata, and there is little doubt that where the underground structure and other conditions are favourable, large accumulations of oil have gathered.

In British Columbia two companies were working in south-east Kootenay in 1906. The depths reached in this district are not yet sufficient to be conclusive. Some work is also being carried on in the Cariboo district.

The *Paris Figaro* states that the Bishops of Canada and the States have assured the Pope that the percentages of diocesan revenues will be paid to the Holy See. His Holiness, it is said, will probably create a Cardinal in Canada.

EDMONTON'S MARVELLOUS GROWTH

An Interesting Chat with Mr. Donald Ross.

(Special to "Canada.")

Among the Canadian visitors to London at present is a gentleman who has been closely associated with the rise and growth of Edmonton. Fifty years ago Mr. Donald Ross, the gentleman in question, left his native land—as his name suggests, he is a Scotsman—for the United States. After spending fifteen years under the "Stars and Stripes," Mr. Ross heard the call of the North, and in 1872 went and settled at Edmonton, then not much more than a Hudson Bay Company's fort; indeed, the locality was then known as Fort Edmonton.

"The population of Fort Edmonton," said Mr. Ross to a representative of *Canada* who had the pleasure of meeting him in the metropolis the other day, "then consisted of the Hudson Bay Company's officials and a few miners who were earning about seven dollars a day washing for gold in the river."

Mr. Ross tells how he built the third house "outside the suzerainty of the Factor," having been offered and accepted sixty-four acres of land, with a log house half completed, and the necessary logs for completion, for the total sum of \$100. Forty-six of these acres he farmed. Recently part of this land was subdivided into plots, or "lots," as they are known in Canadian real estate phraseology, 33 ft. wide by 120 ft. deep, and sold for as high as \$600 each lot.

In those early days the nearest telegraph station was twenty miles distant. A subscription was got up to pay for the extension of the wire to the Fort, and Mr. Ross carried the first telegraph wire across the Saskatchewan river, which was frozen at the time, on his back. In 1892 the Calgary and Edmonton Railway entered Edmonton, and "Donald," as he is known to everyone in the district, drove the last spike, amidst great rejoicings.

Questioned as to what was the first real step in the extraordinarily progressive career of Edmonton, Mr. Ross replied "The Klondike rush in '98. Edmonton speedily became the outfitting centre for those hardy adventurers who took the overland trail to the Yukon. As events turned out, this trail was the scene of many disastrous incidents; but it was then that Edmonton came into prominence."

"I suppose property could be picked up cheaply in those days?"

"Yes; Main Street lots could be bought for \$30 per foot frontage."

"And to-day, Mr. Ross?"

"Well, the last sale I heard of before coming to England was at \$800 per foot frontage, and all other property in the city has gone up in proportion."

"And will go yet?"

"Undoubtedly. Edmonton is becoming a great railway centre. The Canadian Northern has been in for about two years, the Grand Trunk will be in this autumn, and the Canadian Pacific is equally busy in securing an entrance."

"But Edmonton is more than a railway centre," he continued. "Around it lays some of the richest soil in the West, supporting fifty thousand prosperous farmers. The bank clearings show what an immense amount of business is being transacted, and these amounts are steadily increasing."

"And does Edmonton still offer a good field for investments?"

"To my mind it certainly does. The prospects were never so bright, and every man in the city is an optimist. The population has increased during my time from a handful of Hudson Bay Company's officials and gold washers to about fifteen thousand. Last year was a record one in the building line, and this year bids fair to outdo it."

"Which do you prefer to live in, Mr. Ross, the metropolis of England, or the metropolis of the North-West?" our representative asked in conclusion.

"Well, I like London very much; but there is no place to me like the North-West of Canada, with its clear blue skies, exhilarating atmosphere, and healthy climate. There, a man has a feeling of independence, which conditions in England do not encourage. I am looking forward with pleasure to my return."

The yacht *Seneca*, which will defend the Canada Cup on Lake Ontario in August against the chosen Canadian boat, has been launched at the Herreshoff shops at Bristol, U.S.A. The yacht will fly the colours of the Rochester, N.Y., Yacht Club.

The Canadian Historical Landmarks Association has been formed under the auspices of the Royal Society of Canada, at a joint meeting of the English and French literary and historical sections. The purpose of the association is to preserve from destruction old historical buildings and landmarks. Dr. Burwash, Chancellor of Victoria University, Toronto, speaking in favour of the plan, said that the old fort at Toronto was now used as a pork-packing establishment, and this and other similar acts of desecration emphasised the need of the new association.

OPPORTUNITIES FOR INVESTMENT.

Reports from Canadian Centres.

TORONTO.

One of the most important sales made in down-town property for some time, and one that reveals a remarkable degree of confidence in central real estate, is that of about 100 ft. on the north side of Adelaide Street, at present occupied by the Pendrith Machinery Company, Asa Matthews, and other tenants. For 71 ft. frontage, by 208 ft. deep, \$80,000 cash has been paid, that being at the rate of \$1,100 a foot. There was also a small frontage on Temperance Street, some 30 odd feet, by 104 ft. deep. Two hundred and fifty dollars a foot was paid for the property some years ago, and within two years the property adjoining it on the west was sold for about \$300 a foot.

The effort to catch up with the enormous demand for small houses is being fairly well met by the builders, for during one recent week no less than one hundred house permits were issued from the City Architect's offices, and about half of these were for houses to cost under \$2,100, while a good many were to cost less than \$1,700.

Messrs. Pearson Bros., real estate agents, of Toronto, have been appointed by the Bank of Montreal and the liquidators of the Ontario Bank to adjust all the real estate properties of the defunct Ontario Bank, which the Bank of Montreal are taking over.

The Assessment Commissioner has presented the following figures and remarks respecting the assessment of Ward No. 1 for the year 1908:—

Total assessment for the year 1908, as returned by the assessors	\$12,113,634
As finally revised for 1907	9,810,151

Increase for 1908	\$2,303,483
Land increases	\$841,507

MONTREAL.

In the business portion of the city is a plot of ground of some 17,000 ft., belonging to the Sulpician Order. Four years ago an offer of \$800,000 was received for it, the bidders being the Mutual Life of New York. This reckons but roughly at near \$50 per square foot, but the Sulpicians would not sell. A little later the Canadian Pacific Railway made a bid, the sum running well over \$800,000. Again the Sulpicians refused to sell, and so the Canadian Pacific Railway went across the street and closed for the St. Lawrence Hall property at \$35 per square foot. Ten years ago the property was not reckoned to be worth over \$15 per square foot, and indeed, well within that time the Imperial Bank bought their present site in one of the best locations in the neighbourhood for \$12 per foot. Men and corporations who have owned real estate on St. James Street five to eight years now reckon that they have doubled their money, and this is probably a conservative estimate, as the latest sales go to prove.

Realty sales for Montreal and the suburbs established a new high mark for the current year of 1907 in the week ending May 18, when the total for the six days' business amounted to \$1,195,042. In April, the big month of the year as a general thing, the weekly figures were in the nine hundred thousands, but no one week passed the million dollar figure.

The property occupying the north-west corner of Sherbrooke Street West and Park Avenue, recently occupied as the headquarters of the Knights of Columbus, has been sold to the Ancient Order of United Workmen. This is the second transfer of this property in little more than three weeks' time. It was purchased on May 1

for the sum of \$32,000, and while the figure at which it now changes hands is not stated, there is, it is understood, an excellent return on the investment.

VICTORIA.

Three thousand acres of land on Masset Inlet, comprising what is generally known as the old Dekatla ranch, have been purchased by an investment company, of Winnipeg. Part of this land, lying about sixty miles south from Dixon Strait, it is proposed to turn into a townsite to be known as Graham City. It is thought that, consequent upon development work now under way on the Queen Charlotte group, and especially on Graham Island, that many towns will spring up all through the district, and not the least among these will be Graham City, the future headquarters of Graham Island Steamboat Coal and Lumber Co.

The section of Victoria known as North Ward is being built up in a surprising manner. In every direction new homes are seen, and in the near future this part of the city is likely to become one of the most thickly populated sections of the city.

One of the features of the sale of Victoria real estate at present is the fact that a large proportion of the transactions going through are being negotiated in Winnipeg, Moose Jaw, Regina, and Calgary, where it is being offered for sale by agents and owners. This is generally taken as another indication that there will be a large movement this way from the prairie country in the next few months. A growing demand for ranch land is also reported from people in the prairies, who possess a certain amount of money, retire from active life. Quite a number of such people are buying up land in the southern portion of the island with the intention of going into fruit growing.

Never in the history of British Columbia has there been such a demand for timber land as at present, island property being especially in favour. Every day sales of leases and crown grants of more or less magnitude are being put through in Victoria. The principal demand is, of course, for fir, but there is also a ready market for cedar, spruce, and hemlock tracts. No kind of marketable timber is allowed to go a-begging, and the result is a stiffening in prices all around.

VANCOUVER.

While real estate values have decreased for a week or so, with the advance of the spring prices are now tightening with greater rapidity than that with which they fell. Inquiries have increased enormously, due not only to the coming of many new residents, but to the general revival of operations among local investors. The demand for houses in every part of the city, but particularly in Mount Pleasant, which appears to be the section most favoured by newcomers of moderate means, is greater than it has ever been, and a literal procession of home hunters has moved from one office to another.

The feature of the building permit list during May has not been the taking out of permits for large buildings making the totals jump quickly, but the large number of permits that have been taken out for residences. This summer is going to be another season of home-building, and all sections of the city are feeling the impetus. The total value of buildings for which permits were taken out during the first fortnight of May was \$292,425.

WINNIPEG.

An Ontario investor, who has made a study of realty conditions in the West, has written to a firm of real estate agents here

as follows:—"I have tried at Regina, Medicine Hat, and Lethbridge to buy property, and I discover Winnipeg is the lowest place in the West to invest to-day in property. I am more in love with my North Main Street property than I ever was before, and I saw no property like corners of Alfred and Main Street for \$250 per foot frontage, with up-to-date advantages, paved streets, water, light, sewers, street car service, etc."

There has been a marked improvement in the real estate situation in Winnipeg during the last few days, said a real estate agent to a press representative recently. Inquiries are being made for all parts of the city again, and prospects are excellent. Building promises to be larger this year than heretofore. There is a continued demand for houses for renting purposes, which demand is greater than the supply, thus pointing to the steady influx from outside.

EDMONTON.

The backward spring did not seriously affect Edmonton's building operations. The permits for April reached \$311,936. In the same month in 1906 there were \$218,927, which was considered to be a very large figure. The largest item for the present year was the addition to the Windsor Hotel, the cost of which is put at \$175,000. Up to date the figures for 1907 stand at \$944,408, as compared with \$392,180 in 1906.

A new record price for First Street property was established by the sale of the 50 ft. lot at the corner of First and Rice Streets at \$600 per foot, and the adjoining 45 ft. on First Street at \$500 per foot.

STRATHCONA.

Extensive changes in outside property are reported from Strathcona. Mr. R. McKernan has sold 30 acres of his farm to Mr. A. G. Baalim for \$17,000, while Mr. McKernan's sons sold 42 acres to Messrs. Gallagher and Miller for \$35,000. Mr. McKernan, sen., has purchased the Blowey block for \$15,000, and the Plaindealer has bought the Alberta House at the corner of Main and McDougall Streets, for \$12,000. Mr. J. G. Tiplon and Son bought the Plaindealer's old building for \$14,000.

SASKATOON.

Great expectations cheer the hearts of the inhabitants of this young city. After the irksome blockade in freight traffic, there is now a welcome reaction. Recently there were 250 cars of freight in the yards. Bustle and activity attracts the eye on every side; many settlers are unloading cattle and horses and household effects. At another point a great steam derrick is being erected to unload the heavy steel for the traffic bridge; the concrete piers for this bridge are all ready for the superstructure. At another point a steam derrick is unloading the massive machinery for the municipal waterworks; further on, the machinery and poles for the municipal electric light plant are being unloaded. Every train brings in hosts of passengers. Some are looking for farm lands; some for city lots; some for business openings; others for anything at all. Much activity is in evidence in public works and buildings. The Canadian White Co. are well on with the foundations of the handsome Bank of Commerce building, to cost \$35,000.

The Dominion Government have advertised for tenders for a new Post Office, estimated to cost \$100,000. It will be placed on the corner of Twenty-first Street and First Avenue.

Quite a stir was caused here a few days ago when the Ven. Archdeacon Lloyd

arrived from England with fifty catechists. These will be distributed throughout the diocese of Saskatchewan, under the direction of Bishop Newnham.

Although the season is rather late, prospects for good crops are very promising. Wheat is about all in, and the land is in splendid form.

Lots Nos. 29, 30, and 31, in block 146, Second Avenue, were sold recently to parties in Ontario. It is understood that the price was \$15,000.

Fifty feet of Second Avenue frontage, in Saskatoon, has been purchased for \$13,000.

NEW WESTMINSTER.

Mr. W. H. Keary, the Mayor, has issued the following statement regarding the growth of the city:—"The progress made by New Westminster during 1906 was a wonderful advance over any previous year in the city's history, not even excepting the boom days following the construction of the railway. The increase in population was about 15 per cent. Building operations were very much more extensive than in many previous years, while the growth of industrial enterprises, both established and new, was far beyond the most sanguine expectations or anticipations. Add to these the fact that real estate values have not only been fully established, but are still rapidly increasing, and it is easy to understand the unequalled prosperity now prevailing throughout the Royal City. I just wish to add one word as to 1907. I am satisfied that I am well within the mark when I say that the conditions prevailing at the close of 1906 should be taken as a mere index of the better things which will be in active force at the end of the present year."

NORTH BATTLEFORD.

A firm of real estate men who bought from the Canadian Northern Railway the southern and eastern additions to the township—some 850 lots—for \$100,000, sold \$25,000 worth in two days.

KAMLOOPS.

Kamloops has always escaped the perils of a boom. Its growth has been of the steady order, slow and sure, in the past, but it is now taking on an accelerated pace. During the past month many properties have changed hands at advanced prices, and the season promises many deals both in urban and rural realty.

FORT WILLIAM.

Property of all description is changing hands rapidly to buyers from all parts, and prices are advancing. The West Fort is attracting considerable attention. The housing problem is acute in Fort William, and contractors will have a busy season keeping pace with the requirements of an ever increasing immigration.

THE HON. ADAM BECK'S MISSION.

During the time the Hon. Adam Beck, who is taking a prominent part in the supplying of Ontario towns with electric power, spends in Europe he will make a point of gathering as many ideas as possible on the question of electrical power. Switzerland is probably more advanced than any other country in the world in the matter of electrical energy, and Mr. Beck will make a thorough examination of the methods in that country, paying special attention to the means they have adopted to prevent the loss of energy in long distance transmission.

The first piece of double-tracking on the Canadian Pacific, east and north of Montreal, will be the section of line between that city and St. Martin's Junction. There is no harder worked portion of the line in the country.

Two free scholarships covering four years' tuition in the Faculty of Applied Science of McGill University, Montreal, are offered by the Grand Trunk Railway Co. to apprentices and other employees of the company under 21 years of age, and to minor sons of employees.

THE SUPERIORITY OF CANADA'S BANKING SYSTEM.

We have in these columns more than once demonstrated the superiority of the Canadian Banking system over the loose banking methods in vogue in the United States. It is therefore, interesting to read the following tribute to the Canadian system in the columns of our enterprising contemporary the *New York Journal of Commerce*. Such candid admissions from such a source will be keenly appreciated in the Dominion. "Canadian bankers and financial writers have a right to congratulate themselves upon the superiority of their banking system, which is more nearly perfect than any other in the world, and puts to shame the clumsy and disordered national system of the United States."



MR. AMILIUS JARVIS.
The New President of the Sovereign Bank of Canada.

"It affords in what is here sometimes derisively spoken of as 'assets currency,' a perfectly safe and elastic form of note circulation, which expands and contracts with the demands of business; and through the branch banks it furnishes the means not only of distributing and collecting this currency readily, but of placing the capital and credit of the main institution where they can be used to the best advantage."

"The superiority of the system over ours is constantly exhibited, but if a time of strain and stress should come it will be demonstrated in a striking fashion that ought to teach us a lesson."

"Canada is justly proud and confident of her banks, and our loose-jointed and cumbersome system is a cause of continual dissatisfaction, and is likely to be one of humiliation when put to a severe test."

The offices of the general manager and chief executive officials of the Sovereign Bank of Canada will in future be stationed at Toronto instead of at Montreal.

Shipping.

It is fully expected that the passenger business of the port of Montreal will reach record proportions during the present season, the increase being as regards both eastern and western railways. The Passenger Agents of the three Canadian lines—the C.P.R., the Allan, and the Dominion—announce that the whole of their available berths have been booked for some time, in some cases ten weeks ahead. Many United States passengers from Chicago and California are among those who have booked passages.

The plans of two new Canadian Pacific Railway Empress liners similar to those in service on the Atlantic ocean intended for the improvement of the Victoria-Hong Kong service have, it is stated, been approved. The plans for the proposed liners provide for faster and better vessels than any now on the Pacific, steamers of 24 knots capacity capable of voyaging from Victoria to Yokohama in eight days or less, and of voyaging to Hong Kong in twelve or thirteen days. With such

steamers in service the Overseas mail will be carried to Yokohama from London in sixteen or seventeen days, and to Hong Kong in twenty or twenty-one days.

The Canadian summer season trade at Bristol Channel ports has opened satisfactorily. The steamer *Turcoman*, of the Dominion Line, arrived at Avonmouth recently from Montreal, bringing nearly 700 head of cattle, besides a large general cargo. There were ready sales of stock at the docks, the volume of business showing that this department is benefiting by the special attention it received last season, and that traders are now getting accustomed to looking forward to regular markets at Avonmouth.

A new schooner of 65 tons register has been launched by Mr. Joseph McGill at Shelburne. She was built for Capt. Baxter Barbour, of Bonavista Bay, Newfoundland, and is for the fishing business. Work has been begun on a new tow boat which Mr. McGill is building for the La Have S. S. Co., of Bridgewater. She is 85 ft. over all, 20 ft. beam, and 4 ft. 4 in. deep, and will be launched in August.

The Marine and Fisheries Department have ordered numerous gas beacons and whistling buoys to be placed at dangerous points along the British Columbian coast, and this work is now being carried out.

A line of British steamers is to take the place of the abandoned Oceanic steamship service between San Francisco and Australia. Mr. Andrew Weir, head of the big British ship-owning firm of Messrs. Andrew Weir and Co., who is now visiting the Pacific coast, has taken advantage of the opening for trade caused by the withdrawal of the Oceanic steamers *Sonoma*, *Ventura* and *Sierra* from the California-Australia line and in August, his company will establish a line consisting of the steamers *Fororic*, *Tymeric* and *Gymric*, which will give a monthly service. The line will be called the Australian mail line. They are freight steamers, none being fitted with passenger accommodation, and consequently will not be able to compete with the Canadian-Australian line for the passenger traffic.

Railways.

The Grand Trunk shops at Point St. Charles, Toronto, have completed five new passenger coaches of the latest model and standard of that company. The body of the cars will seat respectively 60 people. The cars are equipped with apparatus for steam heat, air signals, and high-speed quick action air brakes. They embody all the latest improvements in passenger equipment, and are examples of the high-class rolling stock which the Grand Trunk are continually adding to their service. These coaches are for service between Montreal and Chicago.

During the remaining portion of the year delivery is expected by the Canadian Northern Railway Company of 125 new locomotives as well as a large quantity of rolling stock, the total value of which will be between five and six million dollars. The first delivery of the new locomotives is due to take place next month, and from then regularly each month. The company are making arrangements to send over 2,500 cars in the immediate future for use on the western districts of the line.

The management of the Canadian Northern have determined to push the lake trade as much as possible this summer, and for this purpose arrangements have been made with the Georgian Bay Navigation Co. to run the steamer *Killarney* between Parry Sound and Sault Ste. Marie bi-weekly to carry freight and passengers.

Application will be made at the next Parliamentary session for an act to incorporate the Northern Empire Railway Company to construct a railway from a point on the international boundary line east of Cardston, Alberta, thence in a northerly direction through Lethbridge, Fort McMurray, thence north-westerly, passing near Port Vermilion to a point on the boundary line between British Columbia and the Yukon near lower post, thence in a north-westerly direction to a point on the international boundary between the Yukon territory and Alaska, with power to construct a branch line following generally the north bank of the North Saskatchewan river to Edmonton, Alberta.

EUROPEAN v. AMERICAN FIRE RATES.

The Canadian *Shareholder and Insurance Gazette*, in a recent issue quotes and comments upon a very interesting article appearing in the April issue of the American magazine *Insurance Engineering*, regarding the difference in the premiums charged for fire insurance between this continent and Europe. The *Gazette* says:—"Laymen have often been puzzled at this difference, especially as they maintain with some justice that the system of fire alarms and the promptitude of the brigade are far superior and more expeditious here than on the other side of the Atlantic. Climate doubtless has a good deal to do with the question, being much drier and charged with a greater amount of electricity with us than is the case in Europe. Again, the extremes of heat and cold we are subject to, necessitating high artificial heating of our buildings in winter, followed by the great natural heat in summer, has the effect of keeping all woodwork and inflammable matter in a more combustible state than under damper and more equable conditions. But it is chiefly the difference in the construction of the buildings which is answerable for our enormous fire waste as compared with the older continent. Wood here is plentiful and cheap, while bricks and labour connected therewith are comparatively dear, so that the towns and cities of North America have been built up of flimsy structures, either frame or simple skeletons, filled inside with wooden partitions and fittings enough almost to stack a lumber yard, and adding so much fuel to a possible conflagration. Now it is the business of fire underwriters to fix rates in the aggregate commensurate with the risk incurred, and it would be absurd to suppose that companies could continue to charge five or six times as much in America as in Europe if the hazard run was equal. From *Insurance Engineering* we gather the following figures, collected at much pains and trouble, to illustrate the arguments of that magazine, and the same will repay the perusal of those desirous of arriving at a just verdict on the comparison. Taking the population of the United States at 85,000,000, the annual loss from fire per head is \$2.00 as against 33 cents in six European cities, while the number of fires per 1,000 of population is 4.05 in the States as against 0.86 in forty-three cities in Europe. It should be added also that these statistics, so far as Europe is concerned, have been collected by the American Consuls, who certainly could have no interest in giving figures which would tell against their own country. As long as the above figures continue to exist in their present ratio, it would be idle to expect our insurance rates to assimilate with those in Europe. It is beyond our power to change our climate, but it is quite within our scope to enact and maintain building laws which would materially reduce our fire loss, and, as we have pointed out in these columns, it is preposterous to argue that such loss comes out of the insurance companies and not the public, for premiums are collected to meet losses, and the greater the latter are the higher will be the rates. The annual fire waste for the United States and Canada is somewhere near two hundred millions of dollars, and the two countries are so much poorer yearly. It is absolutely and entirely wasted, and the public should learn that what it spends to reduce that enormous waste by better constructed buildings will be money well invested."

THE PRESIDENT OF THE CANADIAN NORTHERN.

Optimistic Views.

Anything that the President of the Canadian Northern Railway has to say upon developments in the Dominion is certain to prove interesting to investors in Canadian securities. Interviewed a few days ago, Mr. Mackenzie alluded to the fact that in each one of the nine provinces of the Dominion there is the greatest prosperity, resulting from active development of the natural resources to an extent that Canada has never before experienced. A vast territory in the West is being rapidly occupied by a desirable class of settlers, and Mr. Mackenzie is of the opinion that this welcome addition to Canada's popu-

lation will have but a short time to wait for returns from the rich and easily worked prairie land. He believes that the total number of immigrants will this year reach quite 300,000, three-fourths of which he rejoices to note are English-speaking people. Canada is to-day building more railways than the United States, her exports are steadily in the ascendant, and her manufactures rapidly multiplying. In another four years Canadian produce will be sent abroad all the year round without resorting to a single United States port. Referring to the monetary situation, Mr. Mackenzie gave it as his opinion that the stringency is now at an end. He paid eloquent testimony to the efficacy of the Canadian banking system, and pointed out that had Canada had to depend upon the system, or, rather, want of system, that is in force in the United States, there would probably have been serious disturbance throughout the Dominion during the past year." The President of the Canadian Northern considers that we are at the beginning of a new era of development in Western Canada, and especially in British Columbia, to which great attention is now being devoted. It was being recognised that Western Canada had the greatest unoccupied area of land suitable for agriculture, as well as vast resources in timber, coal mining, and fisheries of any portion of North America. The average wheat crop per acre was greater than had ever been obtained previously in North America, and the farmer in Western Canada had exceptional freight rates compared with those obtaining in the United States. Mr. Mackenzie showed that the "Canadian farmers on the prairies west of Winnipeg have the advantage of their neighbours south of the international boundary line in soil, climate, average yields of crops, cost of transportation to market, cheaper taxation, and the security and equality of Canadian law administered under the British flag."

Mr. Mackenzie speaks, of course, from the standpoint of one fully conversant with the resources of the Dominion, and his cheerful optimism is additional evidence—if such were needed—of the complete confidence that all well-informed Canadians have in the continued prosperity of their country.

THE MONETARY SITUATION IN CANADA.

The monetary stringency has been less severe than for some time past, but it cannot be said that money is easily obtainable. There is a great deal of discrimination on the part of lenders, and all demands for anything of a speculative nature are turned down. The liquidation in securities has relieved the business situation to some extent. That there has been an active demand on the part of manufacturers and merchants for accommodation is reflected in the increase of over \$7,000,000 in discounts by the banks during the month of April. This could not have been effected had there been no liquidation in call loans. A fortunate circumstance was the lower rates for money in New York. The premium on money in Canada was conducive to the withdrawal of funds from the American metropolis, and our own business interests therefore received the benefits. In no time for probably a quarter of a century, says the Financial Editor of *Toronto Saturday Night* of May 27, has money ruled so high in this country as during the past six months, and there never was a time when so much capital was being employed. The rates paid for money have not been excessive, which was due more to our effective banking system than to anything else. The chartered banks of Canada, with some 1,300 branches in every part and corner of the country, make the facilities enjoyed in the larger centres almost universal. The borrower gets money at a lower rate than the borrower in any of the other British colonies, and at a lower rate than in the United States, except in the great cities of the East. So perfectly is the distribution made that as between the higher class of business in Montreal and the ordinary merchant in the North-west, the interest paid is not more than one or two per cent.

Shawinigan Water and Power Co.—Letters of allotment for the issue of £200,000 4½ per cent. perpetual consolidated mortgage debenture stock have been posted.

CANADIAN INSURANCE POINTS.

It is announced in the *Canada Gazette* that the Annuity Company of Canada has received a licence to transact in the Dominion, in addition to annuity business, life insurance.

The Dominion Fire Insurance Company has been duly licensed to transact in Canada fire insurance business. The head office of the company is at Toronto.

The General Animals Insurance Company, of Canada, has been registered with an authorised capital of \$1,000,000, and the head office in Montreal. The company will insure animals against death, accident, or sickness; take care of such animals, free of charge in case of sickness, and insure mares and cows in time of gestation, both against the consequences of gestation and against the loss of offspring.

THE CANADIAN AGENCY, LTD.

In their weekly report dated Toronto, May 31, 1907, the Canadian Agency, Ltd., state:—"There is a very active demand for Manitoba wheat for export, and it looks as if the whole supply will be cleaned out in short order. This will give much relief to the Canadian Banks, though to what extent cannot be accurately estimated until the money results have been got out. It seems evident, however, that the West is spending a great deal more than it is receiving for grain and cattle, and that unless there is a marginal contraction in the demands from settlers and railway companies there will be a recurrence of tight money this winter. Much attention continues to be paid to weather news from the West. The weather in Eastern Canada has been cold and backward, but a change for the better occurred this week. Taking the reports received from the West as a whole, prospects for a good crop are fully 50 per cent. better than they were 10 days ago; the season is late, but a fine season from this date will insure an excellent, if not a bumper, crop such as the country has reaped in the past two years.

"Within eight years Alberta and Saskatchewan alone have added over 3,000,000 acres to wheat to say nothing about the additions in the other crops. In Manitoba 65.5 per cent. of the total grain area is under wheat, and 69.2 per cent. in Saskatchewan, with but 28.3 per cent in Alberta. In all cases the wheat area is growing much more rapidly than that of other crops.

"Reports from the north indicate that the fur supply will not be as valuable as that of former years. The exceptionally cold weather and deep snow will, it is expected, lessen the season's catch.

"There is an active demand for all kinds of timber lands in British Columbia, mostly from American investors who see that the forests in their own country are rapidly disappearing, and, as the price of timber in Canada is much cheaper than in the United States, they realise that it is only a question of time until the demand for Canadian timber will considerably enhance the value of such investments.

"The tide of immigration continues to roll in. On Sunday about 600 arrived at Toronto, many of them going to the Far West. Reports received from many correspondents throughout the West indicate a good demand for all classes of labour. Farm hands and domestic servants find employment quickly in all parts of the country at good wages. In Regina the need of additional farm hands is much felt. In Fernie, possibly owing to the strike, a strong demand exists for labourers. Along the Soo line a good demand exists for labour of all classes. In the month of March this year forty cars of settlers' effects arrived in Saskatoon. In Alberta a constant stream of settlers has been pouring into the Telfordville district in the vicinity of Leduc. Twelve hundred and ninety cars of settlers' effects came into the West during the past nine months at North Portal. These cars are estimated to be worth, at a very low estimate, \$1,000 per car. During the last half of the year 1906, two hundred cars of settlers' effects were unloaded at North Battleford. At Stettler, Alberta, since July 1 last, there have arrived 475 cars of settlers' effects. Eighty cars of stock were shipped during the season."

Opportunities for Small Capitalists. BRICKMAKING IN WESTERN CANADA.

(From Our Own Correspondent.)

PEOPLE who are looking for homes in new countries generally rush off to the least settled parts of the world, thinking that there they will find the opportunity that they seek, and, to a great extent, they are right in doing so. In the Canadian West there is a great deal of entirely unsettled country, where thousands of those who wish to emigrate may avail themselves of the offer made by the Dominion Government and take up free homesteads, which by patient endeavour they can turn into cultivated and valuable farms.

This free land is now advertised so widely that many people are apt to think that it is the only inducement that Canada has to offer, but if they stop to think for a moment they will see plainly that it is not so. It is the partially developed country that has really the most to offer to those possessing energy and a knowledge of some particular profession, industry, or trade. Until there is some considerable settlement there is no opening for any professional man, and very little employment for tradesmen, and until settlement has brought transportation facilities there is but slight prospect of success for any new industry.

Western Canada at present is in just that partially developed condition which renders it a particularly promising place for those with a little capital to start new industries. It is still possible to start enterprises in a small way with the prospect of their growing into very large businesses with the growth of the country. The nature of the country itself, too, its climate, and its natural resources, point out very plainly that some of these are badly needed.

For instance, it is a well known fact that the winters in the West are much more severe than the English winters, therefore it is an imperative necessity that houses must be warm. When the first comers settle with their stock they are contented enough with log houses, or "shacks," as they are termed; as time goes on and they become better off lumber houses begin to replace the "shacks," and in place of the little frame stores in the villages, good-sized blocks begin to rise. These, in turn with the progress of time, are replaced in the larger centres with brick veneered buildings, and then the solid brick and stone structures that are seen to-day in the towns along the main line of the railroads. Lumber has gradually increased in price as the demand for it has grown, and has by this rise in price created an excellent opportunity for the brick manufacturer, and it is possible that some short description of how the business is carried on in the West may prove interesting. There are many places throughout the North-West where good brick clay is to be found, and the capital required to start a brickyard is not at all large. In the northern parts small timber is plentiful, and is the principal fuel used for brick burning. The only drawback to this industry is the shortness of the summer, as the late frosts in the spring and the early ones in the fall cause considerable losses of "green" brick.

The principal kind of brick manufactured in the North-Western provinces at present are what is known as "Soft Mud" brick, a term which is applied to brick made of clay, mixed with water, moulded into brick form, and then placed in sheds to dry by the heat of the sun before they are burned, to distinguish them from the dry pressed brick, the clay for which is not only unmixed with water, but is in some cases actually dried before it is pressed.

It is while the soft brick is drying that frost does so much damage. A "green" brick fresh from the mould is nearly as susceptible to frost as a potato or an apple, and is ruined by only a few degrees of frost. Many precautions are taken to prevent this loss, and the larger yards in many cases have special steam dryers in which to partially dry the brick in the early and late months before exposing them to the danger of frost. The small man, however, whose operations we are describing, is only able to protect himself by not making brick until the spring is well advanced, and leaving off when the autumn frosts grow severe. This does not throw him out of employment, as it is in winter that all his fuel must be obtained for the next season, and all necessary repairs must be made to his plant to make up for the rough handling that must take place while the summer rush is on.

Where the trade is carried on it is in a most flourishing condition. Good pressed bricks are worth as much as £4 per thousand in many parts of the West to-day, but they are too expensive to use except for the facing of buildings, and, as the first cost of establishing a plant for their manufacture is considerable, it will possibly be better to confine our attention to the more generally used "soft mud," or common brick, which forms the great bulk of material used for houses and foundations throughout the country. The usual method of manufacturing this brick may be simply and shortly described. The clay is taken from the pit, and after being screened to take out any stones, is mixed or "tempered" slightly with water in a hopper. From this hopper it passes on through a "pug" mill where it is thoroughly ground up in the brick machine, which presses it into the moulds in the shape of brick.

These moulds are emptied into long narrow board pallets, which are wheeled away and placed to dry on shelves in the open air till all the moisture has left them. They are then taken and built up in benches in the kilns for burning, and when burnt are as hard as stone and ready for use.

Good well-burned bricks of this description sell readily at from 36s. to 50s. per thousand, and of late years the supply has not been able to keep pace with the demand. Given a good location, near a growing centre, the brickmaker is in a fortunate condition. He can turn out his brick at £1 per thousand, or less, and sell all he can make. His principal expenses are wages and fuel. If wood is burned it costs, in districts where small poplar is plentiful, 10s. per cord delivered in the yard, and labourers cannot be obtained under from 8s. to 10s. per day of ten hours. Still, a small yard capable

of turning out 1,000,000 good bricks in the summer should be equipped for £1,000, and the two principal expenses named should not run much over £300 for wood, and wages £600, which, if the bricks were sold at 36s. per thousand, would leave £800 for sundry expenses, wear and tear, interest on capital invested, and profits.

Such a plant should be near the track of a railroad, so as to avoid the heavy expense of hauling bricks to the cars. Towns and municipalities are generally very willing to hold out a helping hand to local industries. Free sites and immunity from taxation for a number of years are cheap gifts to offer for the establishment of an industry so helpful to the growth of a town as a brickyard, most of the revenue of which is brought from larger centres to be spent in wages or wood in the district. Indeed, for many reasons, there are few industries that are such valuable assets to a small town as brickyards, as they send away no money for raw material, and employ more men for the amount of their gross revenue than almost any other kind of manufacture.

Freight charges are high, costing as much as 6 cents per hundred pounds per 100 miles for cartload lots, which means practically 8s. per thousand per 100 miles, which almost prohibits the manufacturer from shipping long distances. This, however, is not an unmixed evil, as, while it hinders him from competing far from home, it renders him secure in the possession of the trade of his own locality, and prevents him being swamped by larger capitalists, who might otherwise shortly put him out of business. This cost of shipping has yet another good point, that the immunity it secures provides the opportunity for hundreds of men with little capital to start up in small towns that grow so quickly in the West.

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HOUSE-MOVING IN WESTERN CANADA.

The Canadians, as we all know, are a very practical folk, and in nothing more than in "moving house" do they show their enterprise and handiness. While the outstanding feature of the East is the manner in which a great exchange of houses takes place on the first of May, the people of the West, owing to the exigencies of the expanding towns, are not only often obliged to take up their beds and walk, but to actually move their houses bodily to different sites altogether. The accompanying pictures show



A HOUSE BEING MOVED TO A NEW SITE IN WINNIPEG.

this work in operation. In the first a number of workmen and horses are seen carting away houses, which were directly in the right of way line which is to be occupied by the new Trans-continental railway in passing through Winnipeg. No obstacle is allowed to stand in the way of these removals, and it will be noted in the picture that even the telegraph wires are ingeniously lifted to allow the strange cortege to pass. The second picture shows how a building that was too big to move as it stood was successfully handled and shifted to a new location. The entire house—built of wood—was sawn through, and the two halves were then easily moved. The photograph was taken on Ross Avenue, Winnipeg, and the building to be seen through the cut is the Logan Avenue Baptist Church.



A HOUSE CUT IN HALVES TO FACILITATE MOVING.

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Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our London or Toronto offices to be called for (not forwarded).

Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

CORRESPONDENCE.

CHEAP TRIPS TO CANADA.

To the Editor of Canada.

SIR,—In addition to those not successful in winning free tickets and other blessings bestowed by your most enterprising journal, there must be many thousands who, having read and heard such glowing accounts of the vast Dominion, have a special desire to see that wonderful country. Cannot the shipping companies see their way to grant special cheap return fares available for a specified time during the summer, so as to grant people an opportunity of seeing the country, some to select and purchase land, others for the purpose of seeing their relatives, etc.?

Do you not think, sir, a month in Canada would appeal to the tastes of thousands to undertake the journey? It would be far more interesting, enjoyable, and healthy than going, as many do, to some "overcrowded" favourite seaside resort year after year, merely to listen to the band.

Considering what cheap fares have been offered to the public to visit Continental places, why not encourage short holidays to Canada? Can it be done?

A few years ago the steamship companies were taking third-class passengers out for £3, but history does not state what they charged them for coming back.—Yours, etc.,

W. C. C.

[The suggestion of our correspondent is an excellent one, but at present we doubt its practicability. Just now there is not even room enough on the boats for those who are going out to the Dominion with the intention of settling. As the accommodation and the number of ships increase no doubt the holiday suggestion will be considered.—Ed. Canada.]

THE CANADIAN MARRIAGE PROBLEM.

To the Editor of Canada.

SIR,—I want, if you will allow me, to make a suggestion on a matter which seems to me to be of intrinsic importance. It is that the dearth of women in Canada (so evident from much that one has seen in your paper) should be dealt with if possible, by some expert, in some special and well-thought-out article, or series of articles, from a rather more practical standpoint than (if I may say so) it has yet been dealt with. The articles which you have hitherto published appear to be rather a statement of the fact that women in all ranks of life are wanted than an explanation of the way in which the want is to be supplied. What facilities are there for the emigration of women, and their settlement in some occupation, unless they go out "with their people," as Miss Lally Bernard puts it in her article? And (more difficult still) how are male emigrants of gentle extraction to get suitable wives, when in all probability they are living bachelor lives in some far away part of Canada? What are the forces which make for the possibility of "selection" in such cases? Is there any possibility of "selection" worth the name to a well-bred man?

It seems to me to be an enormous problem, and while I recognise the value of such articles touching on the question as you have published, I hope you will excuse my saying that they do but touch the fringe of it. The moral aspects of the

question are serious; the effect on the minds of thinking persons who may have sons desiring to emigrate must be serious, too. For if "bachelors of forty," with obviously little claim to "breeding," are reduced to the device (savouring so much of the matrimonial agency) of practically advertising for wives, and taking anybody that comes along, what earthly chance is there, say, for the man of the English middle class who has to establish himself in Canada before he can make any offer of marriage, and then has nothing to offer save his bachelor quarters and his rough life, to the English girl who might otherwise make so good a mother of "young Canadians" in the land of the maple?

My queries point to what appear to me very real and practical difficulties; and I believe you will be doing a real service to the public to whom you appeal if you attack the problem vigorously and scientifically at a very early date.—Yours, etc.,

STREATHAM COMMON.

PROFESSOR GOLDWIN SMITH AND THE CONFERENCE.

In a letter to the *Manchester Guardian*, Mr. Goldwin Smith says:—"The letter of the Premier of Australia saying that nothing has been done at the Colonial Conference which might not have been done by correspondence may be taken as an official admission that nothing of importance has been done on either of the two main questions. No progress has been made in inducing a number of communities scattered over the globe and widely differing in commercial circumstances and fiscal needs to bind themselves to a uniform tariff. Nothing of importance has been done in the way of inducing communities which are essentially commercial, not military, to saddle themselves with the burden of armaments for which they have themselves no use, and which, to Canada at least, could afford no real security. Not by Canada but by you the main expense of the Canadian contingent in the Boer War was borne, and the spirit which raised it was probably more that of military adventure than that of political devotion to the Empire. Sir John Macdonald himself told me that there were 40,000 Canadian enlistments in the American army in the course of the Civil War.

"You cannot bridge the Atlantic, nor on this continent can you for ever turn Nature from her mark. Suppose the continent had never been divided as it was by the American Revolution, would anybody have proposed to cut it in two and interdict the dwellers in the two halves of it from an interchange of their products? Would anyone have proposed to annex the northern part of it politically to a country on the other side of the Atlantic?"

"I abhor the name annexation, as it implies submission. I heartily deprecate anything violent, precipitate, or injurious to the interest or honour of our Mother Country. No one, I will venture to say, on this side of the water has more often taken up his pen or raised his voice in her defence than I have. But if continental union were to take place to-morrow it would give England in the first place immunity from an obligation to defend Canada which she could not fulfil. In the second place it would give her, by the admission of so great and powerful an English element into the Union, a security for American friendship, and even a voice in American councils, such as she has not had since the evil day of angry and violent separation. Of this last consideration nobody seems to think, but surely it is of the highest importance."

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Our Scottish Letter.

(From a Special Correspondent.)

Value of a Good Agency.

The importance of having good representatives in the Dominion is fully recognised by at least one class of Scottish manufacturers, and the result is seen in the trade they are doing with Canadian buyers. Within five days last week no fewer than 82,500 fire-bricks were sent out from Glasgow, a large number of them by Messrs. Peter and Mark Hurl, one of the best-known of Scottish houses in this line of business. Messrs. Hurl, who are represented in Canada by Mr. Alex. Bremner, Montreal, specialise in fire-bricks, gas retorts, fittings, blocks, covers, etc., and their works at Glenboig are always fully employed. The demand from Canada for fire-bricks has increased greatly within recent years, principally owing to the way in which the Glasgow firms have kept in touch with the rapidly growing necessities of the Dominion, and met half-way the trade created by the erection of furnaces and gas works at the many new towns.

Herrings and Herring Fishers.

It is a curious fact that Scotland is finding in Canada a market for considerable quantities of the herrings which are caught round its coasts, and is also at the same time sending out men and women to Canada—or rather, to be strictly accurate, to Newfoundland—to teach the people there how to catch their own herrings. Last week Scottish exporters sent out over eighty barrels, while the Government of Newfoundland have arranged for the engagement of a number of fishermen, coopers, and fisher girls at the Moray Firth ports, to work at new curing stations which are to be established at various seaboard places in the colony. A large quantity of stock and plant will also be dispatched, so that the stations will be very Scotch in their character. Some years ago the Newfoundland Government engaged a Moray Firth man to start fish-curing stations along their coasts.

Canadian Public Opinion.

Canadian Nationhood.

A strongly developed national spirit will do no harm to this country, even should our relations with the Empire be drawn closer in the future than they are at present. The difference will be—and it will be an important difference—that with such a spirit strongly developed those who negotiate closer relations will have to do it because the future will justify those relations, not because the past prompts them. In negotiating any such relations the men who represent us will look for their reward here among ourselves, not from the Colonial Office in London. The growth of a national spirit makes possible for this country whatever is best for this country.—*Toronto Saturday Night*.

Sir Wilfrid's Success.

Sir Wilfrid Laurier, with his shrewd political instinct and remarkable talent for great affairs, has held an invulnerable position in the fiscal controversy at the Imperial Conference, and has neither embroiled himself with the British parties nor exposed himself to serious attack in Canada.—*Edmonton Bulletin*.

Immigrants Should Leave Cities.

So many of the newly-arrived immigrants have made Toronto their objective point that hundreds of them are walking the streets in search of suitable employment, and unable to find it. They will not go on the farms, where there is a real need for them, and not one in fifty is competent to fill situations that are vacant, but where some special training or skill is required. Thus we have the curious spectacle of large numbers of idle men clamouring for work at the same time that employers are short of hands, and neither in a position to supply the needs of the other. The trouble with too many of the immigrants is that they are the square pegs which do not fit readily into round holes.—*Dunville Gazette*.

A Nation of Workers.

The scarcity of contributions to the fund for the education of Thomas Longboat may be an expression of meanness. Or the failure of the collection may be the voice of a protest against the undue glorification of mere athleticism. Canada is still the home of a few people who assume that it is not well to encourage young men to withdraw themselves from productive employment in order to train for twenty-five-mile foot-races.—*Toronto Telegram*.

Naughty Englishmen.

Professor Leacock, of McGill, has already succeeded in getting his Empire talk described as "vulgar, offensive twaddle" in London. Which shows that a prophet who in his own country is not charged with anything but over-zeal may have worse things said of him when he goes elsewhere.—*Ottawa Journal*.

A Real Empire-builder.

The masterly statesmanship of Sir Wilfrid Laurier was never more strikingly exemplified than in his procuring the pledge of the Colonial Conference to the establishment of a fast service from the Mother Country to Canada, across Canada, and hence by 18-knot steamers to New Zealand and Australia. This service cannot fail to have a great effect in unifying and strengthening the Empire. Sir Wilfrid is a great empire-builder. While the Tories have been talking patriotic platitudes, our great Premier has been acting, and with such effect as no other Canadian statesman can equal.—*Belleville Ontario*.

Gay in His Old Age.

What a gay old scorcher is Sir Wilfrid when he gets away from home. Fancy being allowed out on suspended sentence for being a menace to the safety of the London lieges by driving his auto too fast. It will never be possible for his critics to urge again that he is slow. There will be a judgment against them.—*Saskatoon Phoenix*.

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THE RUSH TO CANADA.

Big American Migration.

Despatches published here (says a New York message) describe the rush of Americans to homesteads at Regina, Yorkton, and Prince Albert as completely swamping the Canadian land office facilities. A strong protest has been sent up for the selection of farms by lottery in future, so unexpected has been the crush. At each place a queue was formed days ahead for the Saturday's rush, and it was at once re-formed for the later openings. Mounted police forces at each point prevented disorder, but it narrowed down to a contest of human endurance, the like of which has never been heard of in Western Canada.

The cable added that there seems a prospect of the American migration to Canada, more particularly from Montana and the two Dakotas, which has already attained formidable proportions, achieving a record this year. Cheap fertile lands, good government, and English-speaking neighbours are the chief inducements for this American outpouring.

Most of the American settlers are experienced agriculturists with capital, just the kind of men Canada urgently desires and will most easily absorb.

English Press Comment.

The Outcome of the Conference.

From the whole discussion, indeed, one conclusion seems to emerge most clearly. Constructive Imperialism is rapidly shaping itself as a concrete and practical policy, and in accordance with the inevitable habits of free communities a positive Imperial party is springing into existence to further that policy, while by no less inevitable a law an opposition party is being generated by the community of those whose interests or theories are opposed to the developments suggested. How far it may be possible to keep this movement throughout the Empire separate from the party systems already existing in the separate States is a question that it is difficult to answer. But the more actual the great question of Imperial consolidation becomes, the more keenly the unity of the Empire is realised, the more difficult will it be to prevent co-operation on the main issue of politics from dominating and overshadowing all subordinate local considerations.—*The Times*.

Canadian Prosperity.

Just now there is a set-back in the prices of the leading Canadian shares, but how long will this last when the governing factors are so excellent? Year by year more prairie or forest land is brought under cultivation, month by month the railways are pushed forward, and every now and then we have news of fresh mineral discoveries. Day by day immigrants in greater numbers are landing at Quebec, while thousands are migrating from the States to the Dominion, and these bring with them willing hands to further exploit the riches of the country, so that the next year will without doubt see even greater progress than the last.—*The Financier and Bullionist*.

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BANQUET TO THE PREMIER OF BRITISH COLUMBIA.

A dinner was given to the Hon. Richard McBride, Premier of British Columbia, at Simpson's Restaurant last week, which was the occasion of probably the largest and most influential gathering of British Columbians which has taken place in London for many years. The menu was lengthy and varied, and it was an essentially old-fashioned feast, for which Simpson's is so famous. If space permitted we would reproduce the menu, which was interspersed with "Chinook," and other references specially applicable to a Western province.

Those present were: Sir Thomas Barclay, Hon. Richard McBride, Hon. J. H. Turner, Mr. T. P. O'Connor, M.P., Lieut.-General J. W. Laurie, Mr. Thomas Flack, Mr. C. H. Wilkinson, Mr. R. Byron Johnson, Mr. Allan Cameron, Mr. Nichol Thompson, Mr. R. E. Gosnell, Mr. J. A. Turner, Mr. W. Lefroy, Mr. S. Lamert, Mr. A. St. Hammersley, Mr. S. Prinz, Mr. Robert Ward, Mr. Cyril Ward, Mr. S. Cameron Alexander, Mr. A. Stodart, Mr. C. S. Jones, Mr. A. G. Wallis, Mr. F. S. Barnard, Mr. Geo. Denny, Mr. F. W. Taylor, Major Edward Coates, M.P., Mr. W. A. Carlyle, Mr. Lawrence Macrae, Mr. Hamar Greenwood, M.P., Major Dupont, Mr. Lindsay Phillips, Mr. J. H. Scott, Mr. R. B. Powell, Mr. E. A. Carew-Gibson, Mr. J. J. Newbould, Mr. Robert Barr, Mr. Henry Croft, Mr. C. W. P. Slade, Mr. E. M. Bovill, Captain Hunt, Mr. W. L. Griffith, Mr. T. L. Grahame, Mr. C. A. Hanson, Mr. J. G. Colmer, C.M.G., Mr. L. A. Bonner, Mr. C. A. Wilkinson, Mr. D. Legat Fulton, Mr. J. McIver Campbell, Mr. H. A. Barton, Mr. Alex. Bell, Mr. L. Smith, Mr. J. W. Jowett, Mr. — Campbell, Mr. W. Galliher, Mr. W. F. Salisbury, Dr. J. L. Todd, Mr. J. H. McMillan, Mr. T. D. Grimke-Drayton, Sir Richard Musgrave, Bart., and Mr. L. P. Boscowitz.

In addition to the representative nature of the gathering, the great feature of the evening was the excellence of the speeches. Mr. T. P. O'Connor was in his happiest vein in responding to the "Houses of Parliament," and, of course, he claimed the guest of the evening, Mr. McBride, as a fellow Irishman. Major Coates, who also responded to this toast, spoke strongly in favour of closer Imperial federation.

Mr. McBride, who was introduced by the chairman, the Hon. J. H. Turner, Agent-General for the Province, spoke of the courtesy and warmth of his reception at the Colonial Office, and referred feelingly to the assistance he had received from Mr. Hamar Greenwood.

Mr. Greenwood delighted his audience with one of his characteristic speeches. "T. P." recently said, in reference to Mr. Greenwood and another Canadian dinner held in London, "A more admirable after-dinner speaker there is not in London to-day, now that George Augustus Sala and Edmund Yates have gone over to the majority, and that Justin McCarthy is in retirement. Full of good humour, with that curious touch of extravagance and biting wit which are essentially transatlantic, with a certain touch of that joy of life which belongs to those young children of Europe that have re-created that great Western world, Mr. Greenwood entirely captured his after-dinner audience when I heard him make that speech." These words equally apply on this occasion.

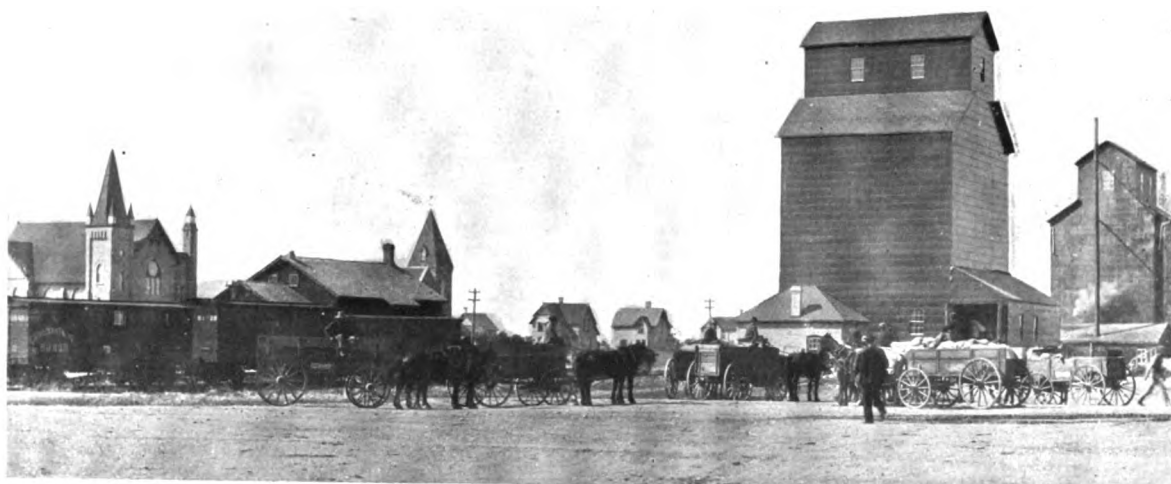
Mr. Robert Barr, the well-known Canadian author, also added greatly to the pleasure of a memorable evening by recounting some of his early experiences in Canada, which were told with much humour.

All those who were present at this dinner will join in the hope that was expressed that a British Columbia dinner may in future become one of the regular functions of the London season.

The Halifax City Council will shortly issue debentures, amounting to \$768,300, for various works.

THE WHEATLANDS OF WEST CANADA.

Some Valuable Hints for the Settler.



BANKING NATURES DIVIDENDS.
Farmers bringing their Wheat to the Elevator.

Part III.

LET us turn now to the "large farm"—the 3,200 acre proposition. We will assume the same cost of land, £3 per acre, but a smaller charge, 12s. per acre, for breaking, since this is a "wholesale" operation, and such a price can easily be obtained on contract. A farm unit of this size will easily support a set of heavy farm machinery.

The investment and profit and loss accounts should be as shown in Table III.

This larger farm operation results, as shown, in a net annual operating profit equivalent to 23½ per cent. upon the investment. If the owner wishes to reduce investment account he can easily arrange a permanent mortgage loan from some one of the loan companies now operating in Western Canada, and obtain money at eight per cent., to the extent of 35s. to £2 per acre. Or, in buying his land originally, he could pay for it about one-sixth down and the remainder in from six to ten annual instalments. The annual profit of £400 would take care of a fixed charge of \$2,800 (equivalent to eight per cent. upon a £700 mortgage), and leave an annual return of nearly thirty-five per cent. upon the £10,000 of actual owner's capital invested—in addition to which, of course, he would receive his £300 salary, with board and lodging.

Table III.—A 3,200-Acre Farm.

Investment:		£	s.	d.
Cost of land, 3,200 acres at £3		9,600	0	0
" " breaking (90 p.c.) 2,880 acres, at 12s.		1,728	0	0
" " buildings, including granaries		1,200	0	0
" " stock, 45 horses at £30, cows, pigs, chickens, etc.		1,400	0	0
" " machinery and implements:				
30-h.p. engine	£	560		
Tender		50		
3 4-plough gangs		120		
Chains and extras		20		
8 sulky gang ploughs		120		
10 disk harrows		100		
7 drag harrows		35		
10 large drills		230		
11 harvesters		352		
Threshing and fanning mill		270		
1 mowing machine		11		
1 horse rake		7		
15 wagons		240		
8 grain racks		19		
2 tanks		10		
2 pumps and hose		8		
Harnesses		140		
Miscellaneous tools		45		
		2,337	0	0
Working capital		735	0	0
Total investment		£17,000	0	0

Working Expenses:

Seed, at 4s. per acre	576	0	0
Labour:			
Owner or superintendent	300		
12 men, 7 months, at £6 10s.	546		
3 men, 5 months, at £3	45		
Engineer, 4 months, at £17	68		
Fireman, 4 months, at £8	32		
2 helpers, 4 months, at £6	52		
22 harvesters, 45 days, at £10	330		

1 cook, 7 months, at £10	£70	£	s.	d.
1 cook, 5 months, at £5	25			
		1,468	0	0
Board of all employees, at £2 per month		324	0	0
Feed for horses		340	0	0
Twine, at 1s. per acre		144	0	0
Threshing sundries		40	0	0
Veterinary depreciation and repairs on stock and machinery, 15 p.c. on £3,740		561	0	0
Taxes and insurance		60	0	0
Miscellaneous expenses		87	0	0
Total working expenses		3,600	0	0

Gross and Net Earnings:

Gross earnings, 2,880 acres, at £2 15s	7,920	0	0
Deduct working expenses	3,920	0	0
Net annual operating profit	£4,000	0	0

Should he sell his farm in five years, at the same assumed value as before, his five years profit and loss account would look about as follows:—

	£
Selling price of farm and buildings at £10 per acre	32,000
Selling price of stock and machinery (original value maintained by depreciation charge)	3,737
Total selling price	35,737
Deduct for cancellation of mortgage	7,000
Net profit on sale	£28,737

His selling profit would, therefore, return his original investment, £10,000, and £18,400 besides, equivalent to 184 per cent. on that investment, or 37 per cent. per annum. Adding this selling profit to the annual operating profit, we find that our farmer has made over seventy per cent. per annum on his invested capital.

Such figures seem unreasonable, fanciful, impossible, perhaps. True it is that contingencies may arise and unforeseen troubles may come to prevent their achievement in any particular case, but the law of experience and average yields is hard to overcome, and it seems certain that such results are possible at least. In Western Manitoba and Eastern Saskatchewan one of the oldest wheat farmers claims an average annual crop of forty bushels to the acre, and another a mixed crop yielding £3 15s. per acre.

Not a few groups or "syndicates" of young men have already been formed in New York, Chicago, and other American cities for purchasing and operating Canadian farms. In actual practice such a farming operation as is described above will require a master farmer of high intelligence, experience, and ability, and while the £300 allotted for his salary may be sufficient for the first year, the opportunities offered to him for engaging in farming on his own account with larger profit are such that, in order to keep him, it will doubtless be necessary to give him some interest in the business, beyond such a salary, and this can well be afforded if the profits in the operation as described above can be realised.

The question "Does Wheat Farming pay in Western Canada?" must be answered distinctly in the affirmative. So far as is known, the Canadian lands exceed, in wheat producing fertility, the American wheat lands, and Canada is certain to be one of the greatest grain-producing countries in the world. The province of Saskatchewan alone produced 61,000,000 bushels of wheat and

oats in 1906—an increase of 15,000,000 bushels over the previous year, and ten times as much as it produced in 1898. Almost all the good wheat land near existing railways available for homesteading has been taken up, but there is yet a substantial amount at distances of from twenty to one hundred miles from present railways, which can be obtained from the Government. And the amount of new railway mileage projected in this farming district is so great that it is certain that all parts of it will be put in touch with the outside world during the next five years. The Canadian Pacific Railway, the new Grand Trunk Pacific Railway, and the Canadian Northern Railway are all building rapidly in this section in free competition with each other, and the Canadian Pacific and Canadian Northern railroads have received from the Canadian Government vast grants of the most valuable land, which are available for purchase on "easy terms."

The great inrush of settlers, and the rapid increase in the crops has produced a condition almost of congestion in Western Canada—a condition which can perhaps be best described by the statement that a million dollars' worth of business is being done on a half-million dollar transportation and business machinery. Railroad facilities are taxed to their utmost. Last year's grain crop has not yet been completely moved out of the country, and it is said that the 1907 grain crop will not be wholly moved until the 1908 crop is ready. These conditions are being remedied, however, with all the foresight, ability, and immense resources of some of the greatest and most progressive railway systems in the world, and if sufficient labour can be obtained, there is no question that a vast amount of new mileage will be laid in this territory within the next two years.

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CANADA AND NEWFOUNDLAND.

Suggested Union by Mr. Chamberlain.

At the West Indian Club Dinner to Sir Robert Bond last week the following letter from Mr. Chamberlain was read:—
"Dictated.

"DEAR MR. GOODE,—I regret that my indisposition will prevent me from attending the banquet which the West Indian Club is giving in honour of Sir Robert Bond, the Prime Minister of Newfoundland.

"I have watched with great interest the progress which has been made in recent years under Sir Robert's wise administration by this, the oldest of the British self-governing Colonies; and I hope that the island is now fairly launched on a career of great prosperity.

"I trust that the recent difficulties about the fisheries will be satisfactorily arranged, and that this may be the prelude to that union with the great Dominion of the West which I believe will ultimately be found most conducive to the permanent welfare of Newfoundland.

"I remain, dear Mr. Goode, yours truly,
(Signed) J. CHAMBERLAIN."

"Suveret, Valescure, St. Raphael."

Commenting on this letter, the Premier of Newfoundland observed that a union with the Dominion was not at the present time advisable or within the region of practical politics.

Why Newfoundland does not join Canada.

A few quotations from an article by Mr. H. M. Mosdell, in the *Toronto Saturday Night*, will perhaps give some idea why Newfoundlanders are in no hurry to join the Confederation. He says:—"One may safely preface any remarks with the declaration that confederation is not at present a live question in the island. There is absolutely no healthy sentiment in this connection, the position of the people being one of apathy and absolute indifference. That the Newfoundlander, however, has distinct and emphatic objection to offer to any surrender of his independence will be understood when we state that no political party has the courage, whatever its sentiments, to make confederation a plank in its campaign platform, and that to be accused of leanings in that direction is the most ruinous aspersion an enemy can cast in the face of any politician.

"Isolation has, of course, nurtured a spirit of unwavering independence. The present constitution of the colony was won after such a fierce and prolonged struggle, and has been maintained under such difficulties, that it is regarded as a most precious heritage, and one not to be too lightly relinquished.

"Perhaps the inducements to confederation have not been presented to the people with sufficient attractiveness. At any rate, the general sentiment now is that the promised advantages would be of very little additional benefit; if, indeed, they proved desirable at all. Could such a transaction improve the administrative system or offer one more applicable to the peculiar circumstances of the people? Apprehension is expressed that the isolation of the island would prevent a proper appreciation of the unique position of its population and lead to legislative measures which, being mainly experimental, would retard rather than assist their march of progress.

"Confederation promises a large influx of Canadian capital for the development of Newfoundland's resources. The Newfoundlander inquires, and with reason, the hindrances to such

at present. There are absolutely no restrictions on capitalists of any nationality. Rich mineral, agricultural, and timber limits await the first comer, and he can obtain them on the most liberal terms. Agricultural and mining implements are admitted duty free, and exportation is unhampered by tax or toll.

"Direct taxation has always been a bugbear which has frightened the Newfoundlander from even a contemplation of union. It is contended that such would be a virtual impossibility to a population whose main source of income is of so uncertain a nature as the fisheries. And, while a large amount of misrepresentation has been employed in this connection, the objections contain reasons which will be appreciated by all acquainted with the circumstances of the people.

"The bulk of Newfoundland's foreign trade is with the United States; the fishermen of the Republic largely exploit her fisheries, and hence a mutually advantageous system has been instituted, and has naturally biased the Islander accordingly. This, however, is a matter of trade, not of State, relationship. Loyalty in the island is emphatically, enthusiastically real, annexation clap-trap notwithstanding.

"The island colony is in the heyday of prosperity at present. Progress is the keynote of every department of her colonial life. And her people are satisfied and anticipative, for the future promises to inaugurate a brighter era.

"Railway building and its attendant advantages are knocking at her door, and promise her the opportunities the past has denied. Is it any wonder that she is content to work out her own destiny and assume her true position as an independent and important unit of the Empire?"

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Sir Robert Bond and the Conference.

THE PRESS AND THE COLONIAL OFFICE.

An interesting correspondence has been published concerning the last sitting of the Imperial Conference, at which Sir Robert Bond, Premier of Newfoundland, brought forward a discussion on the grievances of that colony. It will be remembered that Sir Robert Bond was credited in a newspaper with creating a "dramatic incident"—in other words, he was represented as displaying some heat with regard to the reception of his case by the representatives of the British Government. At the dinner at the West Indian Club on Thursday Sir Robert categorically denied this statement, and in the correspondence his denial is even more emphatic. At the same time, Sir Robert protests strongly against the manner in which his presentment of Newfoundland's case was summarised in the official précis, which allotted precisely twenty-five words to his lengthy and elaborate statement.

The *Times*, commenting on the letters, says:—"Highly-coloured descriptions of angry scenes at the Conference were published, and, very properly, were contradicted, as they deserved to be, both by Mr. Churchill and by Sir R. Bond. But if Sir R. Bond disapproved of the sensational and misleading accounts that appeared in one newspaper, he disapproved also of the less sensational but, in his opinion, misleading summary published by the Colonial Office. The issue raised by him at the Conference was one of vital importance to Newfoundland, affecting not only important economic interests, but the whole constitutional position of the colony. His whole object was to bring that issue home to the British public as well as to the Conference, and not to allow it to be buried in the decent obscurity of a Blue-book. The complete suppression of his arguments was, in his view, not only a deliberate frustrating of his purpose, but an act of discourtesy to the colony he represented. To this feeling he gave strong expression in a letter written on May 16 to Sir F. Hopwood. That letter was in reply to a request for a contradiction of a statement attributed to him endorsing the substantial correctness of the stories put in circulation, and was, therefore, presumably intended for publication. The letter was, however, not published, and on Wednesday last, at the West Indian dinner, Sir R. Bond frankly gave expression to his regret that it had not been published and to his feelings on the subject generally. It is as a result of this that the correspondence between him and Sir F. Hopwood has now been published, together with a letter from Mr. Churchill which, while adding nothing to the question at issue, cannot but strengthen the widespread feeling that the writer lacks some of the qualities specially required for the post which he occupies."

The *Morning Post* says:—"The correspondence is an addition to the literature of the Conference, and affords proof—not that further proof was needed—that the proceedings should have been public from beginning to end, and that the permanent officials of the Colonial Office cannot be expected to issue a satisfactory précis of proceedings in which the interests and prestige of their own office are concerned."

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THE INTERNATIONAL HORSE SHOW.

Canadian Judges and Competitors.

This great show opened at Olympia, London, on Friday last, under the auspices of an international board of directors, Canada being represented by the Hon. Adam Beck, Toronto; Mr. George W. Beardmore, M.F.H., Toronto; and Sir H. Montague Allan, Montreal. Mr. Beck has entered his well-known geldings, "Kakabeka," "Komoka," "Tene'on," and "Kennebeck," and Mrs. Beck her bay mares, "Sparkle" and "Lady Norfolk," and her gelding, "Splendor." Mr. Beck has also contributed £50 to the prize money.

Answers to Correspondents.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters should be marked "Inquiry" in left-hand top corner.

C. S. H. (Kirkby Lonsdale).—It is not at all too late to enter the competition. The coupon is, of course, to be filled in by the competitor. The postcards are either sent or shown to friends, and they fill in their opinion and sign their name and address. Certainly, the winners will receive their prizes immediately the results are announced, which will be as soon as possible after the close of the competition.

M. K. (Dulwich).—You had better write to the London agent of the Canadian Manufacturers' Association, 15, Strand, London, E.C.

F. C. S. (Sierra Leone).—Thanks for pointing out mistake in the excessive postage. The back numbers were all mailed you, so there will be no break in your series. We much appreciate your good wishes.

W. H. D. (Broadstairs).—We have not dealt hitherto with sheep breeding in detail. Sheep are bred, of course, but not very extensively, in the West, as hitherto there has been a difficulty in disposing of the wool. Any special information you want would be immediately supplied if you apply to the Department of Agriculture at Ottawa.

"APPLE-BARREL ROMANCE."—We have, as requested, forwarded the letters from correspondents entrusted to us.

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THE ALGOMA MISSION.

The Spiritual Needs of the Emigrant.

A correspondent writes as follows:—"May I ask for a short space in your widely circulated journal to plead the cause of the Algoma Mission? Those who have attended the annual festival, which took place on the 13th inst., will have had the good fortune to hear such speakers as Dr. Parkin and Bishop Montgomery, and will be able to form a just opinion of the wonderful work of that mission. But for the larger number who will not have that advantage, and who are, notwithstanding, sincerely interested in the future of English emigrants in Canada, I should like to refer to a former eloquent lecture given by Dr. Parkin, at Bedford College, in 1906, as to responsibility in the choice of emigrants. 'Seeds, (he reminds us) which grew up and are harvested in the year, are tested by farmers before they are sown; how much more important then to test the seeds of nations which will occupy in future the land from generation to generation. The responsibilities are great, quite enough to test the best fibre of our race responsibilities for raising and helping weaker races, responsibilities for justice and integrity, responsibilities for defence and development, responsibility for knowledge and understanding.'

"Such being the case the Christian population of England has to consider the aspect, from a religious point of view, of these numbers of fellow Christians passing into the Dominion of Canada, where every nerve is already being strained to meet the sudden and enormous demand upon rather limited resources. It is simply impossible for a young church, with little or no endowment, to provide for the needs of the numerous emigrants now reaching the Dominion. But the effort has been made, and nowhere more than in the Diocese of Algoma is a splendid effort maintained year by year for the cause of Christianity."

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AN ALBERTA HOMESTEAD.

That the land in the West is rough and uncultivated in the main is quite true, but it is instructive to see what can be done by a few years of well directed effort in the direction of turning what was prairie into a well cultivated and profitable farm. In our columns will be found the advertisement for the sale of the 800-acre farm of Mr. J. C. C. Bremner, near Edmonton, which is offered at the rate of £7 10s. per acre.

This farm is equipped in a far more modern and up-to-date manner than many similar estates in this country. Not many farmers in England are connected by telephone, as is Mr. Bremner, with their business centre so as to be ready to take advantage of any chance that may occur. Yet this is only another

instance of the businesslike methods of Western Canada, where, although the minor comforts of life may be somewhat lacking, there is a strong sense of the necessity of doing things quickly and saving time. This point is again brought into view by the statement in a letter from the owner that "any purchaser can step right in and take the farm, stock, implements and business just as it stands as a going concern." Two hundred and twenty-five acres of growing crop, to use his own words, "goes in on the deal." There is a simplicity about this kind of transaction; no mere purchase of land and a lengthy calculation of the cost of providing equipment, but just a lump sum named as the purchase price of a going business, which will return a certain percentage on the capital invested. It may be well to add here that Edmonton is a charming town, and one that is rapidly increasing in importance.

The Magazines.

The most interesting paper in this month's *Cornhill Magazine* is that by Sir Henry Craik, K.C.B., M.P., on his visit to Khartoum, whither he went to study the new Sudan and its administrators. Mr. Thomas Seecombe contributes a critical study of "Henry Fielding," and Mr. C. R. L. Fletcher, in "Wanted, More Knowledge," writes of old Sussex records and the unsatisfying glimpses they give into seventeenth-century life. Mr. Maurice Hewlett concludes "The Countess of Picpus." "Fraulein Schmidt" writes her last letter to "Mr. Anstruther," and Mr. A. E. W. Mason, M.P., continues his novel, "The Broken Road."

Lippincott's Monthly Magazine has added to its reputation for originality by printing in its June issue a complete play entitled "A Princess of Virginia," by Miss Kate Tucker Goode, in which the adventures of the famous Princess Pocahontas are dealt with in a spirited manner. The long story, "A Tragedy of Circumstance," is by Mr. Frank Danby.

The *Magazine of Commerce* for the current month contains articles, among others, upon "The Marine Motor Industry," and "The Coal of the Future."

"The Toils of Terror," a sensational detective story by Mr. Martin H. Potter, has been published at sixpence, by Messrs. Everett and Co., of 42, Essex Street, Strand, London, W.C.

From Messrs. Alden and Co., Ltd., the Bocado Press, Oxford, we have received a copy of a shilling brochure, entitled "A Second Franco-German War and Its Consequences for England." The first part of the book, which deals with the invasion of Belgium, is written by a Belgian officer, and the second part, in which is treated the complications caused by the violation of Belgian neutrality, is from the pen of "Civis Britannicus." An interesting portion of the publication is that which discusses the effect of a great war upon finances in Britain and her over-sea Dominions.

—*—

JUNE SAILINGS.

ALLAN LINE.—From Liverpool to Quebec and Montreal.

June 21.—T.S.S. *Virginian* (Capt Vipond).

*June 27.—S.S. *Tunisian* (Capt. Braes).

* Calls at Londonderry on following day to embark passengers.

From London to Quebec and Montreal, via Havre.

June 22.—S.S. *Pomeranian*.

Glasgow to Quebec and Montreal.

June 22.—S.S. *Mongolian*.

June 29.—S.S. *Corinthian*.

C.P.R. LINE.—From Liverpool to Quebec and Montreal.

*June 19.—S.S. *Lake Champlain* (Capt. G. S. Webster).

June 28.—R.M.S. *Empress of Ireland* (Capt. F. Carey).

* Calls at Belfast.

DOMINION LINE.—From Liverpool to Quebec and Montreal.

June 20.—S.S. *Canada*.

June 27.—S.S. *Ottawa*.

CROSSE & BLACKWELL

21, SOHO SQUARE, LONDON, W.

PURVEYORS TO
HIS MAJESTY THE KING.

UNEXCELLED for

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JELLIES.

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In Glasses.

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BLACKWELL, LTD.,

Purveyors to THE KING.

Agents—

C. E. COLSON & SON,
MONTREAL.

Trade Notes.

[Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us]

The St. Thomas Car Co., an organisation to manufacture freight cars has been founded at St. Thomas, Ont. The capital stock is \$400,000 in shares of \$100 each, \$200,000 to be subscribed at once for the establishment of the plant, and the balance to be retained for extensions. As soon as the company is in a position to deliver cars they can obtain a ten-year contract for the whole output. The pay roll is expected to be \$10,000 to \$15,000 a month, and the ratepayers will be asked for \$50,000 bonus and fixed taxes of \$2,000 for ten years. St. Thomas has five distinct lines of railways entering the city, and the place is regarded as an ideal one for works of this kind.

The Berlin, New Hampshire, Pulp and Paper Mill Co., one of the largest concerns of its kind in the United States, and which operates extensively in Quebec province, have purchased a very large tract of timber land near Sable River. The timber thereon is small and suited for pulpwood, for which it will be used. Another important deal is the sale of the Owen-Kaulbach pine timber limits on the Sable River to Mr. H. W. Anderson, representing an Exeter, N. H., concern. The property embraces 27,000 acres of splendid pine lands.

Mr. A. W. Donly, commercial agent for Canada in the City of Mexico, will visit the Dominion during July and August, and will confer with all Boards of Trade or commercial bodies that may desire to meet him in order to further their trade with Mexico. A programme of visit is being arranged by Mr. F. C. T. O'Hara, Superintendent of Commercial Agencies.

The Ogilvie Flour Mills Company of Winnipeg have negotiated another sale of 150,000 bags of flour for the Oriental market, making the sales for the east so far this year 200,000 bags.

A factory at New Westminster, British Columbia, has commenced the manufacture of turpentine from timber obtained in the district.

A recently issued return states that in 1905 the value of Canada's manufactured products was \$142,532,967, an increase of £46,322,292 for the five years from 1900. Montreal headed the list with £19,949,354, and Toronto followed with £16,933,850. Then came in the order given; Hamilton, Winnipeg, London (Ont.), Peterborough (Ont.), Quebec, Vancouver, Ottawa, Brantford, Halifax, and St. John.

Contracts Open.

Blast Furnace.—The Algoma Steel Company, of Sault Ste. Marie, Ontario, will build a blast furnace to cost \$1,000,000.

Coke Plant.—A large plant will be built by the Algoma Steel Company, Sault Ste. Marie, Ontario.

New Boilers.—The Moose Jaw (Saskatchewan) Council are to purchase two new 250 h.p. boilers.

Railway Extensions.—The Canadian Northern Railway are having plans prepared for a new \$35,000 station at Brandon, Man., besides new freight sheds, a roundhouse, and other buildings, which will bring the expenditure up to \$100,000.

Plans are in course of preparation for the extension of the Intercolonial Railway yards at St. John. The same company will erect a large flour shed.

Road Grader.—The Brandon City Council is calling for tenders for a road-grading machine.

New Elevator.—The Alberta Pacific Elevator Company are preparing to erect an enormous elevator in Prince Albert, Saskatchewan.

School Building.—The St. John (N.B.) City Council will build a new school, costing \$35,000.

Public Buildings.—A \$15,000 town hall is to be erected at Rosthern, Saskatchewan. Tenders are to be asked by the Magog (Quebec) Town Council for the proposed public building.

Factory Extension.—The Vulcan Boiler Works Company, at New Westminster, B.C., have decided to erect an addition to their main building 100ft. in length.

Work and Wages in Canada.

Manufacturers in Hamilton, Ontario, are complaining about the scarcity of skilled labour. In some of the foundries office hands have had to take off their coats and assist in cleaning up castings.

The annual report of the British Women's Emigration Association states that the number of emigrants sent out under its auspices last year was 744, as against 603 during the previous twelve months. It has been the special care of the association to secure employment for women of the middle class. Efforts are now being made to obtain it for well-born ladies, who belong to the collateral branches of well-connected families, or who are the daughters of men who have been in the services or in the clerical profession. For the latter openings have been obtained in the North West Territories and British Columbia, where only women of good family will be accepted as lady home helps.

THE WEEK'S FIRE LOSSES.

The London Fence Co., Ltd., Portage La Prairie, Man.; loss, \$60,000.

Pulp Mill at Peribonca Lake, in the St. John district; loss, \$70,000.

Messrs. J. P. Samson and Co.'s fur dressing establishment in Montreal; loss, \$10,000.

Canadian Buyers in England.

(Specially Compiled for "Canada.")

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

A. M. Vineberg (M. Vineberg and Co., Montreal)—c/o 2 and 4, Carey Lane.

F. B. Drouin (The Waldron Drouin Co., Ltd., Montreal)—c/o 2 and 4, Carey Lane.

N. T. Poulin (Dechene and Poulin Quebec)—Holborn Viaduct Hotel.

J. E. Snider (Bias Corsets, Ltd., Toronto)—35, Milk Street, E.C.

W. Rogerson (The T. Eaton Co., Ltd., Toronto)—7, Warwick Lane, E.C.

J. B. Campbell (The R. Simpson Co., Ltd., Toronto)—13 and 14, St. Paul's Churchyard.

W. H. Baker (W. A. Murray and Co., Ltd., Toronto)—17, Aldersgate Street, E.C.

A. J. Dugal (W. H. Scroggie, Ltd., Montreal)—17, Aldersgate Street, E.C.

G. A. Milne (Hudson's Bay Co., Winnipeg)—16, Tenter Street, Moorfields, E.C.

F. W. Bradwin (Thomas C. Watkins, Hamilton, Ontario)—17, Aldersgate Street, E.C.

C. E. Byrns and E. G. Brown (Jas. A. Ogilvy and Sons, Montreal)—35, Milk Street, E.C.

BRADFORD.

S. H. Bethune (The Gault Bros. Co., Ltd., Montreal)—Midland Hotel.

M. Fitzgibbon and N. McFadyen (Fitzgibbon, Schafheitlin and Co., Montreal)—Midland Hotel.

J. Hunter Brown (J. Macdonald and Co., Ltd., Toronto)—26, Canal Road.

E. J. Dignum (E. J. Dignum and Co., Toronto)—Midland Hotel.

G. Willis (Jas. A. Ogilvy and Sons, Montreal)—Victoria Hotel.

MANCHESTER.

D. S. Friedman (Friedman Bros., Montreal)—Midland Hotel.

S. Munro (J. Marshall and Co., London, Ontario)—Midland Hotel.

J. Copland (Swift, Copland and Co., Montreal)—Midland Hotel.

Geo. Anderson (The Anderson and MacBeth, Co., Ltd., Toronto)—Midland Hotel.

R. F. McDougall (The Gault Bros. Co., Ltd., Montreal)—Midland Hotel.

J. R. Smith (Finley, Smith and Co., Montreal)—Midland Hotel.

H. O'C. Fitzgibbon (Fitzgibbon, Schafheitlin and Co., Montreal)—Midland Hotel.

W. R. Peacock (Robinson and Co., Ltd., Winnipeg)—India House, Whitworth Street.

Jas. J. Murray (Smallman and Ingram, London, Ontario)—Midland Hotel.

A. Guilbault (Guilbault, Desparois, and Garrean, Montreal)—Midland Hotel.

F. J. Rutherford (Thomas C. Watkins, Hamilton)—Midland Hotel.

W. A. Emond (J. B. Lahberte, Quebec)—Queen's Hotel.

W. G. Sheppard (Sheppard-Macdougall Co., Ltd., Winnipeg)—Midland Hotel.



CANADIAN COMMERCIAL AGENCY SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Commercial Agents in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Agencies have also been established in various other parts of the World as follows:—

Australasia—

J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.

D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China, Japan, and Corea—

W. T. R. PRESTON, Trade Commissioner, Poste Restante, Hong Kong.

China—

H. J. CRAIG, 18, Szechuen Road, Shanghai.

France—

A. POINDRON, 101, Rue Réaumur, Paris.

Japan—

ALEX. MACLEAN, No. 14 Bund, Room B, Yokohama.

Mexico—

A. W. DONLY, Rebeldes No. 6, Mexico, D.F., Mexico.

Newfoundland—

E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—

C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—

JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—

G. EUSTACE BURKE, Kingston, Jamaica. R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.

S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.

EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other information with respect to Canada to British Importers or Exporters without charge.

Trade enquiries also will be sent to Canada and published in the Weekly Report, which is distributed to business men throughout the Dominion.

Canadian Finance.

(From Our Own Correspondent.) TORONTO

Business on the Canadian markets pursues its weary course. Dulness reigns supreme, and price fluctuations are very seldom worth noting. It is hoped that as a result of the movement of grain money will shortly be really easier, but in view of the large expenditure by the West it is expected that the relief will be short lived, and that money will be decidedly tight grain by winter. The crop news continues to be keenly watched, and, according to the latest reports the news from the West is quite satisfactory.

Coal and Steel Issues.

The antagonistic interests in the Dominion steel and coal dispute are trying to focus their differences to a point of settlement, and certain meetings have been held with this object in view, but nothing definite has yet resulted. Dominion coal has slackened perceptibly, and the price is 3 points off. Steels have been dull, and close at a loss of 1 in the common, and $\frac{1}{2}$ in the preferred. According to latest advices the Steel Company's Mills is at present engaged on an important rail contract for the Grand Trunk Company, the total representing 35,000 odd tons of 100 lb. rails, some 18,000 tons of which have been already turned out.

Electrical Developments.

There is little doing in this section, and prices show small movements. Canadian General Electric is unchanged at 125. Toronto railway stock keeps fairly steady at 105. It is estimated in well informed quarters that the Montreal Light, Heat, and Power Company will show gross earnings of \$3,450,000 for the year, and that \$1,920,000 of this will remain as net revenue.

Niagara Power Companies.

According to the annual report of the Niagara Falls Power Company the gross earnings for 1906 amount to \$1,370,308, against \$1,201,480 in 1905. The total income was \$1,123,584. Deducting from this the charges of \$786,896, compared with \$1,048,947 for 1905, there is a surplus for the twelve months at \$336,687, as against \$240,426 for 1905—a very satisfactory showing, and equivalent to a shade over 8 per cent. on the capital stock of \$4,181,200. It is worth noting that the joint balance-sheet of this and the Canadian Niagara Power Company, which is of course, owned and controlled by the first-named concern, shows total assets of \$24,391,027. This is made up of \$21,966,287 real estate, power houses, etc., \$1,500,000 stocks and shares, \$420,699 other securities, \$551,901, cash, and \$135,247 material, supplies, etc.

Financial Items.

Imperial Bank of Canada—Increase of Capital.—At the annual meeting held at Toronto the shareholders passed a resolution authorising the directors to issue \$5,000,000 stock from time to time as they may determine. This will increase the Bank's authorized capitalisation to \$10,000,000, the amount at present in issue and paid-up being \$4,773,948.

Stock Exchange Official Notices.—The Stock Exchange Committee has ordered £701,800 4 per cent. bonds of the Government of Canada (1911), and £1,129,598 4 per cent stock (1911) in lieu of the 4 per cent. bonds and stock due for repayment on May 1, 1907, to be quoted in the official list. The Stock Exchange Committee has fixed June 20 as a special settling day in 10,000 additional shares of capital stock of \$100 each in the Sao Paulo Tramway Light and Power Company. The committee has also ordered this issue, and \$500,000 addition 5 per cent. First Mortgage Debentures of \$500 each to be quoted in the official list.

Sovereign Bank.—It is announced that Mr. D. M. Stewart, the late General Manager, has resigned his position.

Crow's Nest Pass Coal Co.—The output for the week ending May 31, was 21,504 tons.

Grand Trunk Railway Co.—For the preparation of interest warrants, the transfer books will be closed for the perpetual 5 per cent. debenture stock (Grand Trunk borrowed capital), and perpetual 4 per cent. consolidated debenture stock from June 17 to July 13, and for the 5 per cent. perpetual debenture stock

(Great Western borrowed capital), and 4 per cent. perpetual debenture stock (Northern borrowed capital) from July 17 to July 31, inclusive.

Royal Bank of Canada.—Mr. W. B. Coulthard, formerly of the Bank of Montreal, has been appointed manager of the Royal Bank of Canada in Fredericton. Mr. A. E. Brock, the former manager, goes to Montreal as manager of the West End branch.

Canadian Estates Limited.—The Directors have notified the shareholders that as they are unable to complete the purchase of the shares of Douglas Lake Cattle Co., referred to in the prospectus, they have decided to return the money subscribed in full, together with interest at the rate of 7 per cent. per annum from the dates when the instalments were paid.

Snowshoe Gold and Copper Mines.—The report of this company for the year ended September 30, 1906, as presented at the meeting on 13th inst., stated that during the greater part of the year the Snowshoe mine remained closed down pending the completion of satisfactory arrangements for dealing with the property, and consequently the accounts show a further loss. As the shareholders have already been informed, an agreement was signed on June 23, 1906, leasing the mine to the Consolidated Mining and Smelting Company of Canada, Ltd. Under this agreement, rather more than 6,000 tons of ore had been sent to the smelters at September 30, averaging approximately .08 oz. gold, .3 oz. silver, and 1.4 per cent. copper. The total royalties received have amounted to £1,997 upon the shipments made under this agreement. Since the close of the financial year the original lease has been cancelled by mutual consent, and a new lease substituted, the terms of which the directors consider to be more advantageous to this company.

A Canadian Bond Sale.—A purchase has just been negotiated by Messrs. Emilius Jarvis and Co. of bonds of the Town of Berlin amounting to \$83,200. The bonds were sold by the town for the purpose of purchasing the street railway. They bear interest at $4\frac{1}{2}$ per cent., and run over a period of 30 years. Berlin has a population of over 12,000, assessment values of \$5,415,520, and a net debt of \$204,333. It is one of the best manufacturing towns in Canada.

Life Assurance in Western Canada.—Some interesting particulars have recently been compiled showing the relative positions of life insurance companies doing business in Manitoba, from the all important point of view of premiums received. These statistics show that the Canadian companies are holding their ground remarkably well, two purely Dominion offices heading the list of the twenty-seven companies dealt with. An American concern comes third, whilst a prominent British company is a long way down the list.

Canadian Interest Notices.—The Bank of Montreal will pay on and after July 1 the half-year's interest due on that date on the Dominion of Canada four per cent. loan, 1910-35; four per cent. reduced loan; three per cent. loan; and C.P.R. three and a-half per cent. land grant loan, 1938. The Bank of Montreal will also pay on and after July 1 the interest due on the Province of Ontario three and a-half per cent. registered stock, 1946.

British Columbia Development Company.—It is stated that Mr. R. Marpole, western executive agent of the Canadian Pacific Railway is negotiating with the British Columbia Development Company regarding the terms and conditions of the proposition to clear and settle 150,000 acres of land on Vancouver Island. Arrangements are being completed gradually in regard to the company's plans there.

Niagara Iron and Steel Co.—Powers have been granted to this concern increasing its total capital stock from \$1,000,000 to \$2,000,000.

Union Trust Company, Limited.—The sixth annual report for the year ending December 31, 1906, shows net profits for the 12 months of

\$183,898, making, with the amount brought forward of \$8,955, a total to the credit of profit and loss account of \$192,854, which has been dealt with as follows: 4 per cent. dividend, \$100,000; added to reserve, \$30,000; carried forward, \$62,854. The directors have decided to open a branch office at Winnipeg, and state their intention to open one at Hamilton, Ontario. It has also been decided to add a General Real Estate Commission business to the Land Department.

The Steel-Coal Dispute.—It is difficult to quite know how matters stand in connection with the quarrel between the two companies. First, a merger rumour is started, then it is roundly denied by persons supposed to be able to speak with authority; now it is again asserted that Messrs. Ross and Plummer are to meet and see if it is not possible to reach some equitable settlement of the dispute between the Dominion Coal and the Dominion Steel Companies. The next news will probably be a denial of the latest rumour—it is all very interesting, if not particularly edifying.

An Insurance Development.—The first British plate-glass insurance company to compete for Canadian business is the National Provincial Plate Glass Insurance Company, Limited, of London, England, which has just appointed a chief agent for Ontario.

The Short View.—It is to be hoped that readers of the *Liberal Nation* (late *Speaker*) will not take its opinions upon Canada and Canada's prospects too seriously. We certainly should not bother much about the lucubrations of "Lucellum," and no doubt Sir Wilfrid Laurier will not be deeply distressed by his criticism. History will justify the optimism of the Canadian Premier up to the hilt, and we can hardly believe that "Lucellum's" jeremiad will divert a single investor from the Canadian market. Perhaps the financial scribe of our Liberal contemporary will explain to us how it is that whilst Consols go steadily downward, Canada Threes as steadily ascend.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on May 31:—

	Issued Capital.	Par Value.	Sel. lers.	Buy. ers.
Foster-Cobalt Mining Co....	\$1,000,000	\$1.00	1.01	.90
Trethewey	1,000,000	1.00	1.00	.90
Buffalo Mines Co.	900,000	1.00	3.00	2.00
McKinley-Darragh-Savage Mines	2,000,000	1.00	1.40	1.25
Cobalt Silver Queen... ..	1,500,000	1.00	1.25	1.21
Green-Meehan Mining Co... ..	1,500,000	1.00	—	.35
Coniagas	4,000,000	5.00	4.50	4.15
Kerr Lake Mining Co.	3,000,000	5.00	5.00	4.75
University Mines	1,000,000	10.00	5.00	2.50
Nipissing Mines Co.	6,000,000	5.00	12 $\frac{1}{2}$	12 $\frac{1}{2}$

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Seven Days Ending June 7.	Compared with Corresponding Ten Days Last Year.	
		Increase.	Decrease.
Canadian Northern.....	\$2,810,000	\$71,800	—
Canadian Pacific	\$1,554,000	\$17,000	—
Grand Trunk	\$140,000	\$12,885	—
Canada Atlantic.....	\$7,421	—	\$712
Grand Trunk Western	\$23,045	\$4,152	—
New York, Grand Haven	\$5,184	\$141	—
Quebec Central	\$18,592	\$3,556	—
Mexican Southern	\$6,775	\$,638	—
Mexican	\$1,370,000	\$6,400	—

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital \$4,000,000
Reserve Fund \$4,500,000

70 Branches throughout Canada.

London Agents:—The London and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share p. r \$100.*
Bank of Hamilton ...	100	205.207
Bank of Montreal ...	100	246½.247½
Bank of New Brunswick ...	100	272.275
Bank of Nova Scotia ...	100	283.291
Bank of Ottawa ...	100	221.226
Bank of Toronto ...	100	220.225
Banque d'Hochelaga ...	100	147.149
Banque Nationale ...	30	125.130
Canadian Bank of Commerce ...	100	172½.175
Dominion Bank ...	50	238.240
Eastern Townships Bank ...	50	160.165
Imperial Bank of Canada ...	100	217.220
Merchants' Bank of Canada ...	100	163.167
Metropolitan Bank ...	100	192.194
Molson's Bank ...	100	200.202
Quebec Bank ...	20	135.138
Royal Bank of Canada ...	100	236.237
Sovereign Bank of Canada ...	100	124.126
Standard Bank of Canada ...	50	219.221
Traders' Bank of Canada ...	100	136½.137½
Union Bank of Canada ...	100	148.150
Union Bank of Halifax ...	50	178.182

LOAN COMPANIES.

Agricultural Savings and Loan ...	50	122.124
Canada Landed and National Investment ...	50	124.125
Canada Permanent Mortgage ...	10	124.125
Canadian Savings and Loan ...	50	—
Central Canada Loan and Savings ...	100	160.164
Dominion Savings and Investment ...	50	71.72
Hamilton Provident and Loan ...	100	123.125
Huron and Erie Loan and Savings ...	50	185.188
Imperial Loan and Investment ...	100	—
Landed Banking and Loan ...	100	124.125
London and Canadian Loan and Agency ...	50	107.108
London Loan ...	50	116.118
Manitoba and North-West Loan ...	100	—
Montreal Loan and Mortgage ...	—	134.135
National Trust of Ontario ...	100	158½.160
Ontario Loan and Debenture ...	50	134.135
Real Estate Loan and Debenture ...	40	90.92
Toronto General Trusts ...	100	146.149
Toronto Mortgage ...	50	110.112
Toronto Savings and Loan ...	100	110.112

INSURANCE.

British America ...	50	97.98
Canada Life ...	400	167.169
Confederation Life ...	10	272.274
Imperial Life ...	45	140.150
Sun Life of Canada ...	15	412.418
Union Life ...	100	150.155
Western ...	20	78.80

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.

Canadian General Electric ...	100	142
Consumer's Gas, Toronto ...	50	200.202
Electric Development of Ontario ...	100	53
Do 5% Bonds ...	100	88
Halifax Electric Tramway ...	100	56.98
Hamilton Cataract Power, Light, and Traction ...	100	—
Havana Electric Railway ...	100	38
Do. 6% Preferred ...	100	72
Do. 5% Bonds ...	100	75
London Electric ...	100	—
London Street Railway ...	40	—
Mexican Light and Power Stock ...	100	50½
Montreal Street Railway ...	50	212.215
Montreal Street Railway 4% Bonds ...	100	101.104
Ottawa Electric Railway ...	100	—
San Paulo Tramway, Light, and Power ...	100	126
San Paulo 5% Bonds ...	100	94½
St. John Railway ...	100	106.110
Toronto Electric Light ...	100	155
Toronto Railway ...	100	106
Trinidad Railway ...	100	—
Twin City Rapid Transit ...	100	91½.92½
Winnipeg Electric Street Railway ...	100	180

* In Canada shares are quoted at so much % on an assumed par value of \$100 each.

IRON, COAL, AND STEEL, &c.

	Paid	Price per Share per \$100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines ...	100	—
Crow's Nest Pass Coal ...	100	280
Dominion Coal ...	100	60
Do. 7% Preferred ...	100	110.115
Do. 5% Bonds ...	100	99
Dominion Iron and Steel ...	100	19½
Do. 7% Preferred ...	100	51
Do. 5% Bonds ...	100	76
Intercolonial Coal Mining ...	100	—
Do. 7% Preferred ...	100	—
Montreal Steel Works ...	100	96.98
Do. 7% Preferred ...	100	100.104
Nova Scotia Steel and Coal ...	100	68.72
Do. 8% Preferred ...	100	110.118
Do. 6% Bonds ...	100	106.110

MISCELLANEOUS.

Bell Telephone ...	100	120.122
Do. 5% Bonds ...	100	105.104
Canada North-West Land ...	25	450
Do. 6% Preferred ...	60	—
Canadian Coloured Cotton Mills ...	100	50.54
Do. 6% Bonds ...	100	97.100
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph ...	50	120.122
Dominion Textile 7% Preference ...	—	90.92
Do. 6% Bonds, Series "A" ...	—	87.89
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	75
Do. 7% Preferred ...	100	110
Do. 6% Bonds ...	100	107
Laurentide Paper ...	100	95.96
Do. 7% Preferred ...	100	100.105
Do. 6% Bonds ...	100	109.115
Montreal Cotton ...	100	119.123
Montreal Telegraph ...	40	160.162
Niagara Navigation ...	100	120.122
Northern Navigation ...	100	94.99
Ogilvie Flour Mills ...	100	250
Do. 7% Preferred ...	100	116
Do. 6% Bonds ...	100	118
Ontario and Qu'Appelle Land ...	40	100.105
Richelieu & Ontario Navigation ...	100	72.73
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation ...	100	123.125

MINING SHARES QUOTED UPON LONDON MARKET.

B.C. Development ...	1	—
Hall Mining, &c. ...	1	1/6 2 6
Le Roi ...	5	1½ 1½
Le Roi No. 2 ...	5	2½ 2½
New Nimrod ...	1	1/6 2/6
Rossland Kootenay ...	1	—
Tyee Copper ...	1	1/4 1½
Ymir ...	1	3/9 4 3

Temiscouata Railway Company.—The Bank of Montreal notifies that it is now prepared to deliver the definite bonds of the Temiscouata Railway Company against the provisional scrip certificates.

Railway Returns.

Alberta.—Seven days ending April 7, \$400,000; inc., \$1,273.
British Columbia Electric.—Net income February, \$59,826; inc., \$25,483.
Canadian Northern.—Seven days ending April 7, \$101,700; dec., \$20,000.
C.P.R.—Seven days ending April 7, \$1,460,000; inc., \$164,000.
Dominion Atlantic.—(March) \$73,400; inc., \$6,967.
Grand Trunk.—Seven days ending April 7, \$133,361; inc., \$14,087.
Canada Atlantic.—Seven days ending April 7, \$6,818; inc., \$213.
Grand Trunk Western.—Seven days ending April 7, \$23,326; inc., \$4,024.
Detroit Grand Haven and Milwaukee.—Seven days ending April 7, \$5,760; inc., \$75.
Mexican.—Seven days ending April 7, \$147,500; inc., \$21,000.
Mexican Southern.—Seven days ending April 7, \$21,749; dec., \$4,859.
Quebec Central.—Seven days ending April 7, \$17,151; inc., \$904.

INTERNATIONAL FIRE & MARINE

WESTERN

ASSURANCE COMPANY

BRITISH & FOREIGN OFFICES
 2 CHANCERY LANE, LONDON E.C. 4

PAID-UP CAPITAL,
£513,350.

Head Office: TORONTO.
 Hon. Geo. A. Cox, President.
 LONDON DIRECTORS:
 Rt. Hon. Sir John H. Kennaway, Bart., C.B., M.P.
 Alfred Cooper, Esq. (Graham & Co.)
 Sir Ernest Cable (Bird & Co.)
 R. H. R. Burder, Underwriter.
 W. B. Meikle, General Manager.

THE CHARING-CROSS BANK

ESTABLISHED 1870.
 39, Bishopsgate St. Within, E.C. (near Cornhill), 28, Bedford St., Charing Cross, W.C., London.
 BRANCHES THROUGHOUT THE PROVINCES.
 Assets, £1,120,248. Liabilities, £796,788. Surplus, £323,460.
 Loans of £50 to £5,000 made on any class of Security.
Current Accounts opened on terms usual among London Bankers. No Charge for keeping accounts.
Interest at the rate of 2½ per cent. per annum allowed on the minimum monthly Balances, when not drawn below £20.
£50 to £10,000 upon Mortgage on Freehold or Leasehold Property, extending over a period of ONE to TWENTY YEARS.
Dividends and Coupons collected. **The Agency** of Foreign and Country Banks is undertaken.
Investments in and Sales of Home and Foreign Securities effected.
Deposits of £10 and upwards received on terms as follow:—
 5 per cent. per annum, subject to 3 months' notice of withdrawal. 6 per cent. per annum, subject to 6 months' notice. 7 per cent. per annum, subject to 12 months' notice.
Special Terms for Longer Periods. Interest paid quarterly.
 The Terminable Deposit Bonds pay nearly 9 per cent., and are a safe Investment.—Instead of paying large Dividends to Shareholders, we pay fair rates of Interest to our Depositors, and by so doing have earned the position that we undoubtedly hold in the public confidence. We have been established for 37 years, and our unique position in the Banking World to-day testifies to the success of our business methods, and to the satisfaction of our customers. Write or Call for Prospectus.
A. WILLIAMS and H. J. TALL, Joint Managers.

The Canadian Bank of Commerce.

Capital: \$10,000,000 (£2,054,794).

Reserve Fund: \$5,000,000 (£1,027,397).

President—B. E. WALKER.

HEAD OFFICE—TORONTO.

General Manager—ALEX. LAIRD.

BRANCHES OF THE BANK IN CANADA.

Atlin Cranbrook Dawson		Ferne Greenwood Kamloops		Ladysmith Nanaimo Nelson		New Westminster Penticton Princeton		Vancouver Do. East Do. South		Victoria White Horse	
BRITISH COLUMBIA AND YUKON:											
ONTARIO AND QUEBEC:											
Ayr Barrie Belleville Berlin Blenheim Brantford Cayuga Chatham Cobalt		Collingwood De Lorimer Dresden Dundas Dunnville Fort Frances Fort William Galt Goderich		Guelph Hamilton Kingston Larchford Lindsay London Montreal Do. West End Orangeville		Ottawa Do. Bank & Somerset Paris Parkhill Perry Sound Peterboro' Port Arthur Port Perry Quebec		Rainy River St. Catharine's Sarnia Sault Ste. Marie Seaford Simcoe Stratford Strathroy Toronto		Toronto (contd.) Do. Bloor & Yonge Do. Queen East Do. Carlton & Parliament Do. 163, King Street East Do. Parkdale Do. Queen and Bathurst Do. Spadina and College Do. Yonge and College	
Toronto, Yonge & Queen Do. Junction Walkerton Walkerville Waterloo Warton Windsor Wingham Woojstock											
NORTH-WEST PROVINCES:											
Bawlf Brandon Calgary Canora Carman Claresholm Crossfield Dauphin		Edmonton Elgin Elkhorn Gilbert Plains Gleichen Grandview High River Humboldt		Innisfail Innisfree Kinistino Langham Leavings Lethbridge Lloydminster Macleod.		Medicine Hat Melfort Moosejaw Moosomin Nanton Neepawa North Battleford Pincher Creek		Ponoka Portage La Prairie Prince Albert Radisson Red Deer Regina Saskatoon Stavelly		Stony Plain Strathcona Swan River Treherne Vegreville Vermilion Vonda Wadena	
Watson Wetaskiwin Weyburn Winnipeg Do. Alexander Av. Do. Blake Street Do. Fort Rouge Do. Louise Bridge		Winnipeg (contd.) Do. North Do. Norwood Do. Portage Avenue Do. Ross Avenue Yellowgrass									
MARITIME PROVINCES:											
Alberton Amherst		Antigonish Barrington		Bridgewater Charlottetown		Halifax Middleton		Montague New Glasgow St. John		Parrsboro Shelburne Souris	
Springhill Summerside		Sydney, C.B. Truro		Windsor							

New York, N.Y. Portland, Ore. San Francisco, Cal. (2 Offices). Seattle, Wash. Skagway, Alaska
LONDON OFFICE—2, Lombard Street, E.O. S. CAMERON ALEXANDER, Manager.
 Agents in Scotland—Bank of Scotland. Agents in Ireland—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., at all points, and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA.

ESTABLISHED IN 1836.

INCORPORATED BY ROYAL CHARTER IN 1840.

Paid-up Capital, £1,000,000. Reserve Fund, £460,000.

Head Office: 5, GRACECHURCH STREET, LONDON, E.C.

General Manager's Office: ST. JAMES STREET, MONTREAL.

The Bank grants Drafts and Telegraphic Transfers upon its Branches in the Provinces of Quebec, Ontario, Manitoba, Nova Scotia, New Brunswick, and British Columbia, and in the North-West Territories, also upon its agents in New York, San Francisco, and Chicago. Similar remittances can be arranged through the Bank's correspondents in the chief cities and towns in the United Kingdom.

Drafts and Telegraphic Transfers are also issued upon Dawson, Yukon Territory.

Bills, Coupons, etc., purchased or forwarded for collection.

Purchase and Sale of Stocks, Collection of Dividends, and Banking Business generally, undertaken throughout the Dominion of Canada and the United States.

Deposits are received in the London Office at rates which may be obtained on application.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, \$6,000,000

Reserve Fund and Undivided Profits, \$4,034,256

HEAD OFFICE—MONTREAL

SIR H. MONTAGU ALLAN, Kt., President.

E. F. HEDDEN, General Manager.

JONATHAN HODGSON, Esq., Vice-President.

T. E. MERRITT, Supt. of Branches and Chief Inspector.

BRANCHES AND AGENCIES

ONTARIO				Quebec		Alberta	
Acton	Fort William	Little Current	Renfrew	Montreal (Head Office) St. James St.	Calgary:	Medicine Hat	
Alvinston	Galt	London	Stratford	" 1255 St. Catherine St. E.	Camrose	Olds	
Athens	Gananoque	Lucan	St. George	" 310 St. Catherine St. W.	Carstairs	Red Deer	
Belleville	Georgetown	Markdale	St. Thomas	" 1330 St. Lawrence Boul.	Daysland	Sedgewick	
Berlin	Glencoe	Meaford	Tara	" Town of St. Louis	Edmonton	Stettin	
Bothwell	Gore Bay	Mildmay	Thamesville	Beauharnois	Ft. Saskatchewan	Tofield	
Brampton	Granton	Mitchell	Tilbury	Lachine	Lacombe	Vegreville	
Chatham	Hamilton	Napanee	Toronto	Quebec	Leduc	Wetaskiwin	
Chatsworth	Hanover	Oakville	Walkerton	" St. Sauveur			
Chesley	Hespeler	Orillia	Walford	Shawville			
Creemore	Igersoll	Ottawa	West Lorne				
Delta	Kincardine	Owen Sound	Westport	Brandon	Manitoba		
Eganville	Kingston	Parkdale	Wheatley	Carberry	Neepawa		
Elgin	Lancaster	Perth	Williamstown	Gladstone	Oak Lake		
Elora	Lansdowne	Prescott	Windsor	Griswold	Port'e la Prairie		
Finch	Leamington	Preston	Yarker	Macgregor	Russell		
Formosa				Morris	Souris		
				Napinka	Winnipeg		

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY, Agent.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 119 Branches of THE MERCHANTS' BANK OF CANADA.

BANK OF MONTREAL.

EST. 1817.

Capital All Paid-up \$2,958,904 Sterling.

Reserve Fund, \$2,260,274 Sterling.

Undivided Profits, \$86,854 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
 Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.*
 E. S. CLOUSTON, Esq., *Vice-President.*

A. T. PATTERSON, Esq.
 R. B. ANGUS, Esq.

E. B. GREENSHIELDS, Esq.
 JAMES ROSS, Esq.

Sir WILLIAM C. MACDONALD.
 R. G. REID, Esq.

Hon. ROBERT MACKAY.

HEAD OFFICE, MONTREAL

E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont. Almonte, Ont. Altona, Man. Amherst, N.S. Andover, N.B. Armstrong, B.C. Aurora, Ont. Bathurst, N.B. Belleville, Ont. Bowmanville, Ont. Brandon, Man. Brantford, Ont. Bridgewater, N.S. Brockville, Ont. Buckingham, Que. Calgary, Ala. Canso, N.S. Chatham, N.B. Chatham, Ont. Collingwood, Ont. Cookshire, Que. Cornwall, Ont.	Chilliwack, B.C. Danville, Que. Deseronto, Ont. Edmonton, Alta. Edmundston, N.B. Eginton, Ont. Enderby, B.C. Fenelon Falls, Ont. Fort William, Ont. Fraserville, Que. Fredericton, N.B. Gloucester, B.C. Goderich, Ont. Grand Falls, N.B. Grand Mere, Que. Greenwood, B.C. Guelph, Ont. HALIFAX, N.S., and Sub-Branch, North End. HAMILTON, Ont., and Sub-Branch,	HAMILTON, Ont. " Sherman Avenue. Hartland, N.B. Holstein, Ont. Indian Hd., Sask. Kelowna, B.C. King City, Ont. Kingston, Ont. Lake Megantic, Que. Lethbridge, Alta. Levis, Que. Lindsay, Ont. London, Ont. Lunenburg, N.S. Mahone Bay, N.S. Millbrook, Ont. Moncton, N.B. MONTREAL, Que., and Sub-Branches. " Hochelaga. " Papineau Avenue. " Point St. Charles.	MONTREAL, Que. " St. Catherine St. " St. Henri. " Seigneurs Street. " Westmount. " S. Anne de Bellevue " West End Mount Forest, Ont. Nelson, B.C. New Denver, B.C. Newmarket, Ont. New Westminster, B.C. Nicola, B.C. Oakville, Man. OTTAWA, Ont., and Sub-Branches. " Bank St. and Hull. Paris, Ont. Perth, Ont. Peterboro', Ont. Picton, Ont. Port Arthur, Ont.	Portage La Prairie, Man. Port Hood, N.S. Port Hope, Ont. QUEBEC, and Sub-Branches. " 125, St. Peter St. " Upper Town. Raymond, Alta. Regina, Sask. Rossland, B.C. Rosenfeld, Man. St. John, N.B. S. Mary's, Ont. Sarnia, Ont. Saskatoon. Sawyerville, Que. Shediac, N.B. Stratford, Ont. Sudbury, Ont. Summerland, B.C. Sydney, N.S.	TORONTO, Ont., and Sub-Branches. " Carlton and " Yonge Streets. " Queen and Port- land Streets. " Richmond Street. " Wellington Street. " Yonge Street. Trenton, Ont. Tweed, Ont. Vancouver, B.C. Vernon, B.C. Victoria, B.C. Wallaceburg, Ont. Warsaw, Ont. Waterford, Ont. WINNIPEG, Man., and Sub-Branches. " Fort Rouge " Logan Avenue. Wolfville, N.S.	Woodstock, N.B. Yarmouth, N.S. In Newfoundland. Birchy Cove. St. John's. In United States. NEW YORK, 31, Pine Street. CHICAGO, Cor: La Salle and Monroe Street. SPOKANE, State of Washington. In Mexico. CITY OF MEXICO.
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BOSTON—Merchants' National Bank—J. B. Moors & Co.
 BUFFALO—The Marine Bank.

NEW ORLEANS—Whitney Central National Bank.
 PHILADELPHIA—Bank of North America.

SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE

London Committee:—Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq., and ALEX. LANG, Esq.
 FREDK. W. TAYLOR, *Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE MOLSONS BANK.

Incorporated 1855.

Capital, paid up \$863,900 - \$3,230,980
 Reserve Fund \$863,900 - \$3,230,980

Head Office, Montreal.

63 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

(INCORPORATED 1869.)

CAPITAL PAID UP - \$3,900,000 RESERVE - \$4,390,000

80 Branches in Canada.

8 Branches in Cuba.

Branch in Newfoundland. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR
 INDIVIDUALS, CONTEMPLATING ESTABLISHMENT
 IN CANADA.

FAVOURABLE TERMS ON APPLICATION.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

IMPERIAL BANK OF CANADA.

Capital Paid Up . . . \$4,700,000.00
 Reserve Fund . . . 4,700,000.00

Head Office - - TORONTO.

Branches in the Provinces of
 ONTARIO, MANITOBA, SASKATCHEWAN,
 ALBERTA and BRITISH COLUMBIA.

MONEYS received for transfer to CANADA
 and Drafts and Letters of Credit issued.
 In England by Lloyd's Bank, Limited,
 and in Scotland by the Commercial Bank
 of Scotland at their Head Offices and at
 all Branches.

Special Attention given to Canadian Collections,
 forwarded either direct to the Head Office in
 Toronto or to the Branch in Montreal.

A GENERAL BANKING BUSINESS TRANSACTED
 THROUGHOUT THE DOMINION OF CANADA.

THE DOMINION BANK

HEAD OFFICE: TORONTO.

Capital, Paid Up . . . \$8,500,000
 Reserve Fund and Un-
 divided Profits . . . 4,500,000
 Deposits by the Public . . . 35,000,000
 Total Assets . . . 48,000,000

Branches and Agents at every point in
 Canada and the United States.

Information useful to investors or intending
 settlers cheerfully given on application to any
 branch of the Dominion Bank.

Agents in Great Britain:

NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of
 Credit issued, available in all parts of the
 world.

Collections on Canada or the U.S. receive
 prompt attention.

Remittance in payment by cheque on
 London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
 H. J. BETHUNE, EVAN A. BEGG,
Chief Inspector. *Secretary.*

THE Sovereign Bank of Canada.

Paid Up Capital . . . \$3,940,000
 Reserve Fund and undivided
 Profits . . . \$1,250,000
 Shareholders' Liability . . . \$4,000,000

Head Office—TORONTO.

Executive Office—MONTREAL.

President . . . EMILIUS JARVIS.

76 Branches throughout
 the Dominion.

New York Agency—25, Pine Street.

Collections given prompt atten-
 tion. Drafts issued payable in all
 parts of the world.

General Banking
 business transacted.

BANKERS & CORRESPONDENTS:—

In Great Britain—J. S. Morgan & Co.,
 London. In France—Morgan, Harjes &
 Co., Paris. In Germany—Dresdner
 Bank, Hamburg, Berlin, etc.

Banking, Insurance and Finance.

Continued Improvement.

Although it can hardly be said that at present there has been any material expansion in the volume of business, the tendency of the Stock Markets generally has been distinctly more cheerful, and this is reflected in quotations, which if not always at the highest are as a rule decidedly higher on the week. The Funds and kindred securities have continued to benefit from the recent reassuring statements as to the financial intentions of H.M. Government during the current year, whilst substantial additions to the Bank of England's gold resources and the release of large sums in dividends and interest payments at the turn of the half-year, and the knowledge that a very material proportion of this will be re-invested, have also acted as tonics to the markets. Canadian descriptions have been quite buoyant, and whilst the leading railway issues at the time of writing are rather under the best points, the rise is still substantial. The splendid revenue statements for May issued by the Canadian Pacific Railway and the Grand Trunk Companies, the net increase on the latter being over £10,000 in excess of the most sanguine market expectations, had a very invigorating effect upon quotations, and is leading to the indulgence of optimistic dividend estimates. Canadian Pacific Railways have been up to nearly 180—a Wall Street recovery having been a helpful factor here—and Grand Trunk descriptions are from 1 to 2 points up. Canadian Northern, Ontario and Quebec, Qu'Appelle, Long Lake, Saskatchewan, and White Pass and Yukon issues are marked higher, but Quebec and Lake St. John 6 per cent. and Temiscouata deferred were rather offered. British Columbia Electric Railway issues advanced. One of the outstanding features was the strength of Hudson Bays, which have been taken in hand once more and lifted about 5 points for reasons dealt with fully elsewhere. Calgary and Edmonton Lands have again been purchased on the excellent results achieved, and Western Canada Land have also received support. Further investment attention has been paid to the Government issues, which mostly finish higher on the week.

* * *

Life Insurance for 1906.

That one at least of the Canadian insurance companies claimed that the recent inquiry proved an excellent advertisement we have already shown, but statistics, like facts, are stubborn things, and the Life Insurance return for the year 1906 recently published by the Department of Finance does not justify a statement which we have already ventured to criticise adversely. This official report, indeed, indicates only too clearly that the inquiries held in the Dominion and in the United States worked harm to both Canadian and American companies. This is, of course, not surprising, and we had already anticipated such a result. Actually the new policies written for 1906 amounted to \$62,699,343, or \$4,839,798 less than in 1905. Proportionately, the American companies suffered even more severely, the new insurance effected being \$28,093,484, or as much as \$6,392,731 below the total for the previous year. "It's an ill wind that blows nobody any good," and the British offices doing business in Canada show an increase of about \$500,000, which shows, at all events, that the inquiries have not in any way damaged the business of the home insurance companies. We have already dealt so fully with the results of the Canadian Insurance Commission, that it is unnecessary to go over the ground again; but we may venture the hope that the check to business during 1906 was purely temporary, and due to the natural nervousness caused by disclosures in regard to the irregular methods of several of the companies, and that with the knowledge that legislation will be introduced to prevent a repetition of such practices there will be a speedy recovery in public confidence in the Canadian companies, as to whose financial stability there can, of course, be no question.

* * *

Montreal's Fire Losses.

After the heavy losses they have incurred in connection with Montreal it is hardly surprising that the fire insurance companies have decided to curtail the amount of pro-

tection that would be given to the city. We dealt with the subject of the hazardous nature of fire risks at Montreal some time ago, and referred to the warning given by the Fire Underwriters' Association. The present development is the inevitable outcome of the inability of the authorities or the insurers to comply with the very reasonable requirements of the companies. In the report in which they announce their intention to limit their risks in Montreal, the Fire Underwriters' Association advance very cogent reasons for this attitude. They show that during the past six months the fire losses in the City aggregated approximately \$3,000,000, equal to \$7 per head of the population. The companies rightly argue that they should not be asked to foot such an enormous fire bill, that in many cases the losses were absolutely due to causes which could be obviated, and that the city authorities should at once take steps to have all wires in the city placed in underground conduits, and they are of the opinion that several recent disastrous fires have been due to defective wiring. The underwriters have, indeed, been assured by special experts that many fires are due to the dangerous overhead wires. According to our enterprising contemporary, the *Monetary Times*, the difficulty is to decide who shall be responsible for the cost of putting the overhead wires underground. The Quebec Legislature have agreed to compel companies owning overhead wires to put them underground upon condition that the city authorities reimburse the companies concerned the sums involved in the transfer from the overhead to the underground system. This, apparently, the city is unwilling to do—hence the present unsatisfactory position. Probably the firm attitude taken up by the Fire Underwriters' Association may hasten a solution of the problem.

* * *

The Hudson's Bay Report.

The community of Adventurers trading into Hudson's Bay have every reason to be satisfied with the results laid before them for the past year. They have the gratification of knowing that in addition to an increased dividend—85s. against 80s.—the balance in hand has also been substantially augmented. The year under review has been a record one, not only in the profits derived from trading, (£197,689), but also in regard to the net revenue from land sales (£258,879). In view of the enormous increase in the company's trading profits during the past two years it should be borne in mind that both in 1906 and 1907 accidental circumstances—the detention in the ice of the "Stork" in 1904, and the accident to the "Pelican" in 1905—helped to swell the net revenue from trading. Some idea of the remarkable advance both in trading and land profits may be gathered from the fact that whilst in 1897 the figures were respectively £55,780 and £5,137, they amount for the twelve months under review to no less than £197,689 from the trading and £258,879 from land sales, whilst the dividend, which in the former year was 13s., equal to 5 per cent. on the shares, for 1906-7 is exactly eight and a half times as much. Another important factor, the price received per acre for farm lands, is worth noting—the average price per acre so recently as 1901 (\$4.90) comparing with \$9.78 for the past year. A feature which will specially appeal to market operators is the inclusion in the report of statistics dealing with the company's vast land holdings, which at March 31 aggregated 3,222,203 acres, whilst it is estimated that the company's twentieth share in the fertile belt will aggregate 7,000,000 acres, about 23 per cent. of which has already been disposed of. It is the consideration of facts such as these which has fired the imagination of speculators, and enabled the price to be lifted to about £130 last year. Whilst admitting that the company has potentialities upon which it is difficult to place a market value, we think it as well to again warn our readers that a three-figure quotation pretty fairly discounts the possibilities of this wonderful undertaking—for the next few years, at all events. Even at £90 the company is capitalised at £9,000,000, and the yield at the present price—about 5 per cent.—is not an excessive one from an investment point of view.

Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The following are the ore shipments for the week ending June 15 over the Temiskaming and Northern Ontario Railway: Coniagas, five cars, total 278,000 pounds; Nipissing, 57,400 pounds; Right of Way, 72,830 pounds; total, 408,230 pounds.

The sampling works in Jersey City have handled 366 carloads of Cobalt ore, besides 52 other lots, including nuggets, since January, 1905. These nuggets run from 700 to 870 parts of silver, each 1,000. There is a fair amount of gangue and other metals associated with silver. Out of 394 lots sampled the highest lot ran 7,402 ounces of silver to the ton, and the next 6,909. Out of the 394 lots 1 per cent. ran above 6,000 ounces of silver to the ton, and 18.25 per cent. was between 1,000 to 2,000 ounces to the ton. The highest percentage of cobalt in any one shipment was 11 per cent., the average being 5 per cent. The average amount of nickel in the 394 lots was 3 per cent.; of arsenic, 27 per cent. The highest percentage of arsenic was 59.

The Foster is working six machine drills, and has started to drill on a surface vein. The vein is eight inches, mostly native silver.

A deputation which waited upon the Provincial Government to ask for the speedy construction of the wagon road from a point on the Temiskaming and Northern Ontario Railway to Larder, on the north shore of Larder Lake, was assured that the road would be built shortly.

A find is reported of Millerite on the Floyd property, five and a half miles north-west of Cobalt. Millerite is rare in camp, and is really a sulphide of nickel, 36 per cent. sulphur and 64 per cent. nickel. It was found in a seam at a depth of 38ft. to 42ft. The property is equipped for the summer's operations, with a steam plant. The Green-Meehan is working 35 men on the main shaft, which is down 70 feet. The vein is holding good, and they are taking out ore daily. They expect a compressor shortly, and when it is installed the company will put on a big force. Steam drills are being worked again.

The largest concentrating plant in Ontario is to be erected at Cobalt, on the Ontario side of the Montreal river just west of the plants of the Lake Superior Corporation. The enterprise is backed with a capital of \$2,000,000, and is known as the Superior Copper Company. The plant will have, when completed, a capacity of 400 tons a day.

Smelter returns for the initial shipment of the Temiskaming Company show that for a fraction less than 27 tons they have received \$90,000.

According to a Toronto broker, the Foster Mine has \$50,000 worth of ore in sight. This can be mined at a cost of \$10,000. The two shafts will be continued to the 150-ft. levels before the ore is taken out or further stopping is done.

An assay from the properties near Larder Lake showed 6 per cent. copper and 22 ounces of silver to the ton. There were also traces of gold.

ROSSLAND.

During the week ending June 8 the following shipments were made: Centre Star, 2,630; Le Roi, 3,369; Le Roi No. 2, 583; White Bear, 78; White Bear, milled, 350; total, 7,010 tons.

The Nest Egg Mine has been leased by Mr. Edward Webb, of the B.C. Land and Improvement Agency, Ltd., London. Mr. Webb will immediately begin operations on the Nest Egg, which has not been operated since the fall of 1897. The shaft is down 50ft. and the drifts of 50ft. have been run on the ledge. The ore is a good grade and the ledge a strong one.

BOUNDARY.

The directors of the Granby Consolidated Mining and Smelting Company, Ltd., at a recent meeting in New York, declared a regular quarterly dividend of 2 per cent., and an extra dividend of 1 per cent. was declared out of the net earnings of the company, payable June 29. This is the seventh dividend of the Granby Company, and amounts, like the last six declarations, to £81,000, making a total of £512,726 in dividends thus declared by the company. The shares are now on a regular

8 per cent. dividend paying basis, with extra dividends recently of 1 per cent. quarterly, which brings it to 12 per cent. per annum.

Shipments during the week ending during June 8 have been as follows:—Granby, 12,621; Mother Lode, 4,400; Oro Denoro, 240; Brooklyn, 480; Idaho, 640; Rawhide, 1,280; Sunset, 840; Providence, 60; Mountain Rose, 70; total, 20,631 tons.

SLOCAN-KOOTENAY.

The week's shipments for the seven days ending June 8 were:—Sullivan, 600; La Plata, milled, 425; Second Relief, milled, 145; Queen milled, 185; Eva, milled, 230; Whitewater, milled, 300; Queen Victoria, 136; Silver King, 100; La Plata, 88; St. Eugene, 250; Hunter V., 109; Slocan Sovereign, 47; Ottawa, 22; Whitewater Deep, 102; total, 2,719 tons.

Two strikes have been made in the Kootenay. One is in the Spokane, which is being operated by George Barnhart, the other in the Macstro, worked by Grant Brothers and King. Both indicate large ore bodies.

The Payne silver lead property, once valued at a fabulous figure, and the shares of which were quoted in the heyday of its prosperity at a huge premium, was recently put up to auction and purchased by Mr. Forget, the well-known Canadian financier, at the sum of \$60,000.

NOVA SCOTIA.

The recent shipment of 20,000 tons of coal in a single day illustrates in a striking way the superiority of the Dominion Coal Company's resources and equipment and of what it is capable. This mark was reached in the ordinary course of shipments, and though strenuous efforts are being made to make up for lost time, no attempts have been made in the way of mere record breaking. The amount doubtless could easily be exceeded if the company set to work with that intention. However, 20,000 tons a day is a record exceeded by few coal companies anywhere, not only in Canada, but in the whole world. It is at the rate of half a million tons a month, a mark that will be reached in no long time. The growth of the market alone ensures this. When the tremendous expansion now going on in Canada is considered, it cannot be very long before the shipments of the Dominion Coal Company will be at the rate of a million a month, or ten millions a year. When this is coupled with the prediction of Mr. Jones that the steel company will be employing double the number of men in a couple of years, and, considering further the various new industries now under way, the National Rolling Mills, etc., the outlook for Sydney and the whole country would seem to be exceedingly bright.

It is reported that a company is about to be formed to work the Creampot Gold Mines, about six miles from Yarmouth, N.S. The property consists of 78 mining areas. It is stated that a recent test of 76½ tons of ore gave 53 ounces, 6 dwts. of smelted gold, and 79 tons of slaty ore 38 ounces and 9 dwts. of smelted gold. About 50 per cent. of the gold contained was recovered, the remainder going with the tailings, but with the cyanide process all but a very small percentage of the gold can be saved.

Mining development is quite active in Nova Scotia, particularly in Cape Breton. The first exportation of copper matte in the history of the province has just been made from the Pictou smelter. The shipment, which was billed to a New York refinery, consisted of 25,063 pounds of matte, possessing an assay average of 50 per cent., capable of yielding about 12,531 ounces of pure copper.

Smelter Receipts.

The amounts of ore received at the smelters during the week ending June 8 were:—

	Tons.
Granby	12,621
B.C. Copper Co.	4,640
Dominion Copper Co.	3,310
Trail	3,809
Hall Mines	294
Le Roi	3,505
Marysville (estimated)	600

ATLIN.

The Otter Hydraulic Gold Mines Company has been formed to work the placer gold deposits of Otter Creek, near Surprise Lake. The property is about five miles in extent.

Copies of the annual report of the Ontario Bureau of Mines for the year 1906, recently published by the Ontario Government, can be obtained free of charge upon application to the Canadian Government, City Trade Branch 73, Basinghall Street, London, E.C.

"Morton's Hand-Book of Cobalt District," which has recently been issued, contains a fun of information valuable to the investor, the broker and the prospector. The work shows the expenditure of much time and money by the Cobalt Mining Information Bureau, 1223 Traders' Bank Building, Toronto, from which address copies can be obtained.

We will gladly supply free a copy of "The Commercial Handbook of Canada" to manufacturers applying for the same at our offices, 34 and 35, Norfolk Street, W.C.

"Canada" Postcard Competition.

£100 in Cash Prizes.

Closes JULY 13, 1907.

This week's issue of "CANADA," which contains the tenth and last sheet of postcards in this Competition, will be in the hands of our readers by July 6th. All those who have not done so hitherto should lose no time in taking advantage of our offer made below, as the time is now very short before the closing of the Competition.

All postcards must be returned to us before July 13th.

For the benefit of new readers of "CANADA" who wish to take part in this Competition, and are unable to procure the earlier numbers of "CANADA" containing postcards, we have printed a number of sets of the first nine postcard sheets, which we are now able to offer to those who send the following coupon and a Postal Order for 1/- to:—

The Publisher, "CANADA,"

34-35, Norfolk St., Strand, W.C.

"CANADA."

Postcard Coupon.

Please send the first nine sheets of Postcards, May 4 to June 29, for which I enclose Postal Order for 1/-, to:

Name _____

Address _____

Each set contains 9 Postcards, making 54 postcards in all for 1/-

CANADIAN SECURITIES, FEDERAL AND PROVINCIAL ISSUES, CORPORATION STOCKS, RAILWAYS, INDUSTRIALS, &c.

Canadian Government Securities

Amount Authorized.	Amount Issued.	Interest Due.	Name.	Redeemable.	Prices.
7,000,000	3,433,900	May—Nov.	Canada 4% Stock Regd. ...	1906-8	100½—101½
6,443,136	4,389,415	Jan.—July	Do. 4% Red (late 5%) Registered ...	1910	100—102
5,000,000	4,774,300	June—Dec.	Do. 3½% Stock Registered ...	1909-34	100—101
10,939,834	10,756,733	—	Do. 3% Stock Registered ...	1938	95½—96½
2,000,000	2,000,000	Apr.—Oct.	Do. 2½% Inscribed Stock ...	1947	79—81
—	2,053,721	Jan.—July	Do. 4% Reduced (late 5%) Bonds ...	1940	100—102½
—	225,700	June—Dec.	Do. 3½% Bonds ...	1909-34	100—101
—	465,100	Jan.—July	Do. 4% Loan ...	1910-35	101—103½
—	243,000	Jan.—July	Do. 3% Loan ...	1938	95½—96½
1,500,000	1,500,000	Apr.—Oct.	Canada 4% Govt. "Inter-Col. Rail" Int. guard. by Imp. Govt. ...	1908	101—103
1,500,000	1,500,000	Apr.—Oct.	Do. 4% Bonds guar'd. by Imp. Govt. ...	1910	102—104
1,700,000	1,700,000	Apr.—Oct.	Do. 4% Bonds guar'd. by Imp. Govt. ...	1913	103—105
2,045,760	2,045,760	Jan.—July	British Columbia 3% Ins. Stk. ...	1941	84—86
346,700	346,700	Jan.—July	Manitoba 5% Debentures ...	1910	10—102½
308,000	308,000	Jan.—July	Do. 5% Sterling Bonds ...	1923	107—109½
205,000	205,000	May—Nov.	Do. 4% Sterling Bonds ...	1928	100—102
2,178,800	2,178,800	Jan.—July	Newfoundland, 3½% Sterling Bonds ...	1941, 7, 8 & 51	91—93½
325,000	325,000	Jan.—July	Do. 3% Ster'l'g Bnds ...	1947	80—82½
320,000	320,000	Jan.—July	Do. 4% Inscribed ...	1913-38	100—101
480,682	480,682	Jan.—July	Do. 4% Inscribed St'l' ...	1935	103—105
200,000	200,000	Jan.—July	Do. 4% Consolidated Stock Inscribed ...	1936	103—105
390,500	390,500	Jan.—July	Do. 3½% Inscribed St'l' ...	1945	98—100
185,100	185,500	Jan.—July	Nova Scotia 3½% Debenture ...	—	92—94½
164,000	164,000	Jan.—July	Do. 3% Stock ...	1949	81—84
650,000	650,000	Jan.—July	Do. 3½% Stock ...	1954	92—94
1,200,000	1,200,000	Jan.—July	Ontario 3½% Reg'd. Stock ...	1946	91—94
\$3,100,000	351,900	May—Nov.	Quebec 5% Sterling Bonds ...	1912	102—104½
722,000	540,000	May—Nov.	Do. 4% do. do. ...	1928	100—102½
600,000	520,000	Mar.—Sept.	Do. 4% do. do. ...	1934	100—102
1,897,820	1,897,820	Apr.—Oct.	Do. 3% Inscribed ...	1937	82—84

Canadian Corporation Stocks.

Amount Authorized.	Amount Issued.	Bonds.	Name.	Redeemable.	Prices.
481,877	482,800	—	Hamilton 4% (City of) Debs. ...	1934	110—102
72,000	63,400	100	Moncton 4% N.B. Debs. ...	—	97—97
190,500	33,800	—	Montreal 5% ...	1879	100—102
1,440,000	1,440,000	Stock	Do. 3% Perm. Deb. Stock ...	1888-90	80—83
1,821,917	1,821,917	Stock	Do. 4% Ster. Consol. Deb. Stock ...	1932	103—105
410,059	410,059	Stock	Do. 3½% Ster. Reg. Consol. Deb. Stock ...	1942	92—94
120,900	120,000	Stock	Ottawa 4½% 20-Year Debs. ...	1913	100—102
102,739	38,200	—	Quebec 6% Cons. F.D. Loan of 1878 ...	1908	100—102½
385,000	385,000	100	Do. 4% Ster'l. Debs. ...	1923	99—101½
654,483	473,474	Stock	Do. 3½% Consol. Reg'd. Stock ...	—	52—94
108,400	108,400	—	St. John 4% Debs. ...	1914	59—101
—	136,700	—	Toronto 5% Gold Con. Debs. ...	1919-20	105—107½
—	300,910	—	Do. 4% Sterling Bonds ...	1922-28	99—101½
—	249,312	—	Do. 4% Local Imp. Bds. ...	1907-13	59—101½
—	1,169,844	—	Do. 3½% Bonds ...	1929	92—94½
121,200	121,200	100	Vancouver 4% Bonds ...	1931	99—101
117,200	117,200	100	Do. 4% 40-Year Gold Bonds ...	1932	100—102
138,000	138,000	100	Winnipeg 5% Debentures ...	1914	104—106
241,900	226,500	500	Do. 6% Do. ...	1907	10—102½

Canadian Railways.

Amount Authorized.	Amount Issued.	X'D or X'IN.	Name.	Redeemable.	Prices.
1,330,000	1,330,000	July 1	Atlantic & N.W. 5% guar. 1st Mort. Bonds ...	1937	116—118½
1,121,700	1,121,700	Dec. 13	Calgary & Edmonton 4% Consol. Deb. Stock ...	—	103—105
1,180,600	1,139,900	July 1	Canadian Northern 30-Year (Ontario Div.) 4½ 1st Mt. Deb. Bonds ...	1930	100—102½
1,923,887	1,923,887	Mar. 14	Do. 3% 1st Mt. 3% Deb. Stock ...	1953	86—88
—	2,342,750	Dec. 13	Do. 4% Perp. Consol. Deb. Stock ...	—	98—100
—	2,231,800	July 1	Do. 4½ 1st Mt. Consol. Deb. Bonds ...	—	100—102½
\$150,000,000	\$121,680,000	Feb. 28	Canadian Pacific ...	—	178½—92½
—	8,778,082	Mar. 14	Do. Do. 4% Non-Cum. Pref. Stock ...	—	103—105
\$35,000,000	7,191,500	July 1	Can. Pac. 5% Sterling 1st Mt. Deb. Bds. ...	1915	103—106½
—	21,104,203	Dec. 13	Do. 4% Perp. Consol. Deb. Stock ...	—	106—108
750,000	750,000	July 1	Do. 5% Algoma Branch 1st Mort. Bds. ...	1937	115—117½
500,000	500,000	Mar. 27	Dom. Atlantic First 4% Deb. Stock ...	—	93—95
3,200,000	3,200,000	July 1	Gd. Trunk Pac. 3% 1st Mort. Bds. ...	—	85—87½

Canadian Railways—Continued.

Amount Authorized.	Amount Issued.	X'D or X'IN.	Name.	Redeemable.	Prices.
2,100,000	1,646,000	April 2	Gd. Trunk Pac. 4% Mort. Ster. Bds., Ser. "A," Prairie Section 1955 ...	—	101—102
1,550,000	1,358,000	April 2	Do. Lake Superior Branch, 4% 1st Mort. ...	—	101—102
\$1,500,000	\$757,000	Oct. 3	Gd. Trunk and Mort. 4% 50 Year Inc. Gold Bonds, \$500 ...	—	77—80
23,318,309	22,475,985	—	Gd. Trunk Consol. Stock ...	—	29½—29½
10,000,000	8,129,315	April 26	Do. 4% Guaranteed Stock ...	—	100½—101½
3,420,000	3,420,000	April 26	Do. 5% 1st Preference Stock ...	—	118½—119½
2,530,000	2,530,000	April 26	Do. 5% 2nd Do. ...	—	109½—110½
7,168,055	7,168,055	April 26	Do. 4% 3rd Do. ...	—	73½—73½
500,000	373,000	July 1	Do. 6% and Equip. Mt. Bds. Red. ...	—	115—117½
4,270,575	4,270,375	June 27	Do. 5% Perp. Deb. Stock ...	—	130—132½
2,773,900	2,723,080	June 27	Do. 4% Perp. Consol. Do. ...	—	104½—51½
—	—	Jan. 31	Do. 5% Great Western Perp. Deb. Stock ...	—	127—129
425,850	347,990	Jan. 31	Do. 4% Northern of Can. Perp. Deb. Stock ...	—	105—107
525,000	426,200	Nov. 2	Do. 5% Mid. of Canada Ster'l'g 1st Mort. ...	1908	101—103
3,164,700	1,016,500	July 1	Do. 5% Mid. of Canada 1st Mortgage Bonds ...	—	101—103½
532,000	79,500	July 1	Do. Wellington, Grey and Bruce 7% bonds 1st Mort. ...	—	111—114½
600,000	600,000	Feb. 1	New Brunswick 5% 1st Mt. Ster. Bds. ...	1934	116—118
943,783	904,533	Dec. 13	Do. Perp. 4% Consol. Deb. Stock ...	—	103—105
732,700	24,600	—	Qu'Appelle, L. Lake 1st Mort. Bds. ...	—	—
442,400	442,400	July 1	Queb. and L. St. John 5% 1st Mort. ...	—	100—102½
640,400	640,400	—	Do. do. Inc. 25 yr. 6% Bds. ...	—	32—35
405,000	405,000	Oct. 1	Do. do. 4% Prior Lien Bds. ...	—	93—95
—	150,500	Feb. 1	Queb. Cent. 5% Prior Lien Bds. ...	1908	100—102
—	329,337	Jan. 16	Do. 4% Debenture Stock ...	—	102—104
338,000	336,250	June 27	Do. 3% and Deb. Stock ...	—	69—71½
200,000	200,000	Dec. 15	Do. New Inc. Bds. of \$50 St. Law. and Ottawa 4% 1st Mort. ...	—	112—114
—	302,050	—	Temiscouata Ster'l. 1st Mort. Deb. ...	—	102—104
—	129,900	—	Do. St. Francis Brch. Mort. Deb. ...	1910	32—35
170,000	137,500	Jan. 16	White Pass and Yukon ...	—	58—6
750,000	746,702	June 27	Do. Con. 5% 1st Mt. Deb. Stock ...	—	99—101½
255,555	255,555	July 1	Do. 6% Deb. Red. (\$100 and \$55) ...	—	98—100½

Miscellaneous.

Amount Authorized.	Amount Issued.	X'D or X'IN.	Name.	Paid.	Prices.
1,000,000	1,000,000	Mar. 27	Bank of British N. America ...	\$50	74—76
400,000	400,000	April 26	B. Col. Elect. Raily. Def. Ord. Stock ...	\$100	120—125
400,000	400,000	May 30	Do. Pref. 5% Ord. Stock ...	\$100	105—109
300,000	300,000	Jan. 16	Do. 5% Cum. Perp. Pref. Stock ...	\$100	103—107
250,000	235,600	April 15	Do. 4½ 1st Mort. Deb. ...	\$40	99—102
220,000	220,000	Jan. 16	Do. 4½ Vancouver Power Deb. ...	\$100	103—105
\$10,000,000	\$10,000,000	May 15	Canadian Bank of Comm. Shares ...	\$50	17½—18½
\$1,467,681	\$1,467,681	—	Canada N. W. Land Com. Shares ...	\$25	\$85—\$95
\$20,000,000	2,300,459	June 27	Com. Cable Strig. 500 gr. 4% Deb. Stock ...	\$100	91—93½
1,000,000	1,000,000	Dec. 28	Hudson's Bay ...	\$10	94—96
140,000	140,000	Feb. 1	Montreal St. Rail. 4½ Stlg. Bds., 1922 ...	\$100	103—105
—	323,000	Feb. 28	Toronto Raily. 4½ 1st M. Stlg. Bonds ...	\$100	100—102
\$5,000,000	\$1,500,000	July 2	Can. North'n Prairie Land Imp. Paper Mills of Can., Ld., 6% Prior Lien Bds. (to Bearer). Red. ...	\$5	37,0—40,0
200,000	200,000	July 2	Do. 6% Debs. ...	\$100	87—92
\$7,500,000	\$7,500,000	Dec. 28	Sao Paulo Tram., Light & Power ...	\$100	77—82
\$6,000,000	\$5,000,000	June 27	Do. 5% 1st M. Debs. ...	\$100	121—126½
\$5,000,000	\$2,700,000	July 1	Shawinigan Water & Power Co. 5% Cons., 1st Mort. Bonds ...	\$500	92—94½
500,000	\$66,667	—	Southern Alberta Land ...	\$1	99—101½
500,000	450,000	—	Western Canada Land ...	\$1	14—18

*Canadian South American Securities.

	Paid.	Prices.
Manitoba Electric Railway 5% Bonds ...	\$1,000	185—90
Mexican Light and Power 5% Bonds ...	\$500	84½—85½
Do. do. Shares ...	\$100	46—48
Mexican Electric Light 5% Bonds ...	\$500	75—76½
Mexico Tramways 5% Bonds ...	\$500	84—85½
Do. do. Shares ...	\$100	58—60
Port of Para 5% Bonds ...	\$100	88—90½
Rio de Janeiro Tram, Light and Power 5% Bonds ...	\$500	77½—77½
Do. do. Shares ...	\$100	45—46
San Paulo Tram, Light and Power 5% Bonds ...	\$500	92½—93½
Do. do. Shares ...	\$100	118—120

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

†Quotation for \$500.

Canadians in London.

The following Canadians have registered at the High Commissioner's Office, 17, Victoria Street, London, S.W.:

Mr. and Mrs. J. Campbell, Regina—care of Trust and Loan Co., of Canada.
 Mr. and Mrs. J. Reed, Toronto—First Avenue Hotel.
 Dr. and Mrs. Dorlitt, Toronto—First Avenue Hotel.
 Mr. and Mrs. E. Lafleur, Montreal—Windsor Hotel.
 The Misses Gowans, Toronto—Russell Square.
 Mr. and Mrs. J. W. Paterson and Miss Sanderson, Montreal—Ivanhoe Hotel.
 W. and W. S. Jordan, Toronto.
 Mr. and Mrs. H. Barrow, Toronto—Hotel Cecil.
 Miss A. L. Stewart, Dalhousie—First Avenue Hotel.
 Mr. and Mrs. A. J. Trueman, St. John, N.B.
 J. C. and Miss Campbell, Ottawa—Ivanhoe Hotel.
 G. A. Greaves, M.D., Kingston—12, Gordon Street, W.O.
 Mrs. J. and Miss E. C. Fleming, Toronto—13, Gordon Street, W.C.
 Dr. and Mrs. Case, St. John—38, Craven Street.
 A. M. Dickie, Brandon, Man.—Merton Hotel, Russell Square.
 Mr. and Mrs. A. H. Beaton, Miss S. Rogers, and Miss B. Miln, Toronto—Imperial Hotel.
 J. S. MacDonnell, Toronto—Imperial Hotel.
 Mrs. H. Mackenzie Cleland, Victoria, B.C.—1, Upper Bedford Place.
 The Misses Butchart, Victoria, B.C.—1, Upper Bedford Place.
 Lawrence Macfarlane and C. S. Garland, Montreal—Savoy Hotel.
 Miss K. Parmenter and Miss Holand, Toronto—Woburn House Hotel.
 C. P. Wainwright and F. Clayton.
 F. E. O. and Mrs. Flynn, Belleville, Ont.—Kenilworth Hotel.
 Mrs. Cooper, Portage La Prairie—17, Upper Woburn Place.
 Mr. and Mrs. E. Saunders, Toronto—Thackeray Hotel.
 W. Warner, Brandon, Man.—63, Pyrland Road, Canonbury, N.
 Mrs. T. L. and T. S. Morrissey—17, Torrington Square.
 Mrs. Charles T. Gillespie, Toronto.
 W. E. Northway, Toronto—88, Victoria Street, S.W.
 H. L. Frost, Hamilton—Hotel Cecil.
 Captain J. Duff Stuart, Vancouver; Lieut. J. McVittie, Toronto; and Lieut. B. E. Converse, P. Quebec—Canadian Headquarters, Bisleys.
 H. L. Frost, Hamilton—Hotel Cecil.
 G. G., S. J., and J. Dunn, Toronto—Hotel Cecil.
 Thomas and Mrs. White, St. John—17, Upper Woburn Place.
 Mr. and Mrs. E. E. Sharpe, Winnipeg—Hotel Carlton.
 T. J. Austin, Sherbrooke, and B. A. Austin, Montreal—11, Craven Street, Strand.
 Rev. S. and Mrs. Daw, Hamilton—101, Southampton Row.
 William and Mrs. Short, Edmonton—38, Craven Street, Strand.
 Louis V. King, Montreal; A. Moxon, Truro, N.S.; A. M. Bothwell, Perth, Ont.; A. Cameron, Montague, P.E.I.—56, Torrington Square.
 William, J., and F. Bedley, Toronto—Lee Green Post Office.
 James B. and Mrs. Kennedy, New Westminster—Wild's Hotel, Euston Road.
 Mrs. W. T. and the Misses Sutherland, Montreal—18, Granville Place, W.
 J. B. Ruel and J. H. Frechette, Quebec.
 B. J. Wicksteed, Ottawa—47, Beeborough Gardens, S.W.
 A. W. Pennock, Ottawa—Victoria Hotel.
 Mr., Mrs., and Miss McKee, Toronto—Hotel Cecil.
 Mr. and Mrs. H. A. Richardson, Toronto—Hotel Cecil.
 Miss R. Willcock, Toronto—Hotel Russell.
 Mr. and Mrs. Milligan, Toronto—28, Victoria Street, S.W.
 J. E. and Mrs. Martin, Montreal, and Mr. and Mrs. J. F. Junkin, Toronto—Metropole.
 Mr. G. E., Mrs., and Miss Williams, Montreal—"Beau pare," Hampton Hill.
 Mrs. H. P. Hayward, St. John, and Miss Emma Parlee, Moncton—Whitehall Hotel, Russell Square.
 Miss and Master J. Cowan, Toronto—4, Ospringe Road, Kentish Town.
 Rev. A. Truax and Mrs. Truax, Toronto—Cranston's Waverley Hotel.
 J. E. and Mrs. Gaudin, Edmonton—Waverley Hotel.
 Harry and Miss Hart, Toronto—39, Leinster Square, W.
 J. M. Ferguson, Montreal—Imperial Hotel, Russell Square.
 W. J. Gilmour, Montreal—Primrose Club, Park Place, St. James's.
 Mrs. M. Starr, Montreal—64, Gower Street, W.C.
 T. B. Williamson and J. McMorow, Toronto—Hotel Russell.
 George S. Dingle, Winnipeg—Hotel West Central.
 R. FitzRandolph, Fredericton—Metropole.
 Lieut. Col. J. Dunlop Gemmill and the Misses Gemmill, Almonte—Kensington Palace Hotel.
 A. P. Luxton, Victoria—Grand Hotel.
 Mrs. W. D. Birchall, and Mrs. G. M. Rosworth and Miss Ruth Bosworth, Montreal—9, Prince's Square, Baywater.
 E. Devine, Toronto—Angus Hotel.
 Mr. and Mrs. Anderson, Hamilton—23, Rathcoole Gardens, N.
 Mr. and Mrs. J. H. Stanford, Ottawa—1, Thurlow Road, Hampstead.
 Mr. and Mrs. J. G. O'Donoghue, Toronto—Hotel Cecil.
 Miss J. M. Buchanan, Hamilton—St. Ermine's Hotel.
 H. C. Mainprice, Toronto—48, Blessington Road, Lea, S.E.
 J. M. Simpson, Toronto—7, Belgrave Street, King's Cross.
 R. P. Campbell and Douglas Machedie, Montreal—Portland Hotel.
 Dr. H. O. Crane, S. Crane, Miss E. Crane, and Mrs. H. C. Davis, Toronto—Imperial Hotel.
 E. F. Briggs, Kingston—26, Granville Place, W.
 Miss Fawcett, Toronto—26, Wynnstay Gardens, W.
 D. L. McGibbon and Roy H. McGibbon, Montreal—Carlton Hotel.
 A. McD. Allan and Mrs. Allan, Goderich—29, Montague Place.
 Dr. W. and Mrs. Tobin, Miss E. D. Wyer, and Miss S. Ware, Halifax—9, Langham Street.

Mrs. Helen Gray, Dr. E. Gray, E. G. Gray, and the Misses Gray, Montreal—47, Regent's Park Road, N.W.
 Mrs. R. A. Mitchell, Mrs. F. L. McCollam, Toronto—2, Wellesley Gardens.
 S. H. Burroughs, Toronto—143, Queen Victoria Street.
 Mrs. Beamer, Montreal—Mortimer Mansions, W.
 K. Archibald, Montreal—20, Upper Bedford Place.
 Mr. and Mrs. H. Stolland, Montreal—25, Clifton Road, Twickenham.
 Mr. and Mrs. H. Roger Ladd, Montreal—25, Holland Park Avenue.
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 H. Wallace, Toronto—52, Langham Street, W.
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 J. Hoffmann, Montreal.
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 B. Graham, London, Ont.—15, Gordon Place, W.
 C. J. and Mrs. Townsend, Toronto—29, Montague Place.
 Mrs. R. and Miss Gilmour, Toronto—5, Pitt Street, Kensington, W.
 Miss Montezambert, Ottawa—7, Strathmore Gardens.
 Miss Diamond, Quebec—6, Bendal House, W.
 J. Carnovan and Miss Carnovan, Montreal—57, Gower Street.
 Captain and Mrs. M. Baker and Miss Baker—43, Hawke Road, S.E.
 Dr. and Mrs. T. A. Starkey, Montreal—31, Hyde Park Square.
 Captain and Mrs. Weatherbie, Ottawa—71, Genesta Road, S.E.
 A. G. and Mrs. Penman, W. L. and Mrs. Russell, and Miss O. King, Toronto—Hotel Cecil.
 Mr. and Mrs. D. H. Grand and Miss Grand, Toronto—59, Albemarle Road, Beckenham, Kent.
 Mr. and Mrs. J. Kerr Osborne, Toronto—Hyde Park Hotel.
 Commander F. C. Law, R.N., Toronto—40, Alexandra Court, Queen's Gate, S.W.
 Mr. and Mrs. A. R. Whittall, Montreal—Montague Street.
 A. D. McLean, Winnipeg—46, Cromwell Road, Hove.
 Mrs. W. A. Orr and Miss C. Orr, Toronto, Mrs. J. R. Wall, Vancouver—28, Bedford Place.
 Mr. Harry Moyle, Miss Moyle, and Master Moyle, Toronto—"Rutherford," Queen's Road, Teddington.
 Mrs. W. and the Misses Brock, Toronto—64, Gloucester Place, W.
 Mr. and Mrs. W. J. Webster and Miss Webster, Edmonton—26, Great Russell Street, W.C.
 Mrs., Misses, and Master Copland, Montreal—103, Duke's Avenue, Muswell Hill, N.
 The Misses Moore, St. Thomas—39, Stanwick Mansions, W.
 Mr. and Mrs. S. D. Hall, Peterboro—18, Aldersgate Street, c/o Wingate and Johnston.
 B. T. Sangster, Ottawa, and Mr. and Mrs. W. H. Creed, Montreal—79, Guilford Street, W.C.
 Mr. and Mrs. W. A. Robinson, Hamilton—6, Clifton Road, Brockley, S.E.
 C. Carnegie, Toronto.
 Dr. Potter, Halifax—15, Torrington Square.
 Mr. and Mrs. H. A. Collins, Toronto—Kenilworth Hotel.
 Mr. and Mrs. H. Miln and Miss Miln, Toronto—24, Eaton Mansions, S.W.
 Mr. T. A. Hatfield and the Misses May, Calgary—Royal Hotel.
 Colin Cockburn, Toronto—35, Milk Street.
 James McFarlang, Toronto—16, Montague Street.
 C. S. Willmot, Toronto, and N. F. Willmot, London (Ont.)—19, Warwick Road, S.W.
 Mr. and Mrs. C. D. Blackford, Hamilton Ontario, and J. B. McIntyre, St. Catherine's, Ontario—1, Brunswick Square.
 Captain C. J. Catto, Toronto—Hotel Cecil.
 Miss E. Evans, Montreal—76, Prince's Square.
 F. S. Langford and G. B. Langford, Kent Bridge—16, Torrington Square.
 Mrs. J. H. and Miss Leverich, Toronto—Hotel Metropole.
 Norman M. Allan, Windsor, and Dr. J. Lyle Cock, Truro—16, Torrington Square.
 Captain W. Hart McHarg, Vancouver—Bisleys.
 F. M. Fiek, Thedford—11, Queen Victoria Street.
 C. V. Allan, Montreal—Inns of Court Hotel.
 G. L. Clinton, Halifax—Cecil Hotel.
 Major and Mrs. Duncan Donald, Toronto—Kingsley Hotel.
 Mr. and Mrs. C. A. Wilson, Montreal—Grosvenor Hotel.
 F. C. Wade, K.C., Vancouver—National Liberal Club.
 Mr. and Mrs. R. E. Kemper and daughter, Toronto—Savoy Hotel.

Sir Wilfrid Laurier leaves for Canada on Friday, July 12, by the R.M.S. *Empress of Britain*.

Mr. R. H. Court, Manager of the *Canada* Newspaper Company, sailed on Friday last for Canada.

Mr. Keir Hardie, M.P., is a passenger by the R.M.S. *Empress of Britain* on July 12 for Montreal. Mr. Hardie will make a trip round the world.

Messrs. E. Marlborough and Co., of 51, Old Bailey, London, E.C., have published a useful little book, entitled "The Travellers' Practical Manual of Conversation in Four Languages, English, French, German, and Italian." The booklet contains translations of the type of conversation required for travelling in foreign countries.

The Great Central Railway of England has issued a well-illustrated "Guide to Holiday Resorts," which is full of the information required by holiday-seekers. Copies will be sent post free on application to the offices of the company, at 216, Marylebone Road, London.

Every manufacturer should be in possession of the "Commercial Handbook of Canada." This contains a mine of information, and is indispensable to all who desire to exploit their business in the Dominion. It is published at 4s. 6d., but a copy will be sent free to every new subscriber to *Canada*.

The Grand Trunk Railway System have issued a very attractive booklet, entitled "Vistas," consisting of illustrations of the many interesting scenes along their line of route.

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